

# IRON SHIP.

Survey held at *King's Cross, London* Date, First Survey *5th July 1878* Last Survey *5th June 1879*  
*See Sec. "Joseph Rickett"* Master *Robert Lockerton*

ONE, OR TWO DECKED, THREE DECKED VESSEL.  
 SPAR, OR AWNING-DECKED VESSEL.  
 HALF BREADTH (moulded)... *13.9*  
 DEPTH from upper part of Keel to top of Upper Deck... *15.35*  
 GIRTH of Half Midship Frame (as per Rule)... *26.15*  
 1st NUMBER... *1554*  
 1st NUMBER, if a THREE-DECKED VESSEL [deduct 7 feet]  
 LENGTH... *184*  
 2nd NUMBER... *10193.6*  
 PROPORTIONS—Breadths to Length... *6.6*  
 Depths to Length—Upper Deck to Keel... *11.9*  
 Main Deck ditto

Built at *Kinghorn*  
 When built *1849* Launched *22nd Feb*  
 By whom built *John Key & Son*  
 Owners *George R. Carter*  
 Port belonging to *London*  
 Destined Voyage *Rouen*  
 Surveyed while Building *on a float, or in Dry Dock.*

LENGTH on deck as per Rule... *184 0* BREADTH—Moulded... *27 9 1/2* DEPTH top of Floors to Upper Deck Beams... *14 0 1/2* Power of Engines... *90* No. of Decks with flat laid... *One*  
 Dimensions of Ship per Register, length, *186.1* breadth, *28.0* depth, *13.95*

KEEL, depth and thickness... *7 1/2 x 2 1/4*  
 STEM, moulding and thickness... *6 1/2 x 2 1/4*  
 STERN-POST for Rudder do. do... *6 1/2 x 4 1/2*  
 " for Propeller... *4 x 4 1/2*  
 Distance of Frames from moulding edge to moulding edge, all fore and aft... *22*  
 FRAMES, Angle Iron, for 1/2 length amidships... *3 1/2 x 3*  
 Do. for 1/4 at each end... *3 1/2 x 3*  
 REVERSED FRAMES, Angle Iron... *3 x 2 1/2*  
 FLOORS, depth and thickness of Floor Plate at mid line for half length amidships... *16*  
 " thickness at the ends of vessel... *6*  
 " depth at 1/2 the half-bdth. as per Rule... *9*  
 " height extended at the Bilges... *10*  
 BEAMS, Upper, Spar, or Awning Deck Single or double Ang. Iron, Plate or Tee Bulb Iron... *5 3 6*  
 Single or double Angle Iron on Upper edge... *7 5 3 7 8*  
 Average space... *22*  
 BEAMS, Main, or Middle Deck Single or double Ang. Iron, Plate or Tee Bulb Iron... *5 3 6*  
 Single or double Angle Iron, or Upper Edge... *7 5 3 7 8*  
 Average space... *22*  
 BEAMS, Lower Deck, Hold, or Orlop Single or double Ang. Iron, Plate or Tee Bulb Iron... *7 1/2 x 7 1/2*  
 Single or double Angle Iron on Upper Edge... *3 3 8 3 3 8*  
 Average space... *22*  
 KEELSONS Centre line, single or double plate, box, or Intercoastal Plates... *20*  
 " Rider Plate... *26*  
 " Bulb Plate to Intercoastal Keelson... *9*  
 " Angle Irons... *4 3 6 4 3 6*  
 " Double Angle Iron Side Keelson... *5*  
 " Side Intercoastal Plate... *5*  
 " do. Angle Irons... *5*  
 " Attached to outside plating with angle iron... *5*  
 BILGE Angle Irons... *4 3 6 4 3 6*  
 " do. Bulb Iron... *7 6 1/2 6*  
 " do. Intercoastal plates riveted to plating for length... *7*  
 BILGE STRINGER Angle Irons... *4 3 6 4 3 6*  
 " Intercoastal plates riveted to plating for length... *7*  
 SIDE STRINGER Angle Irons... *4 3 6 4 3 6*

Flat Keel Plates, breadth and thickness... *45*  
 PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges... *7*  
 " of doubling at Bilge, or increased thickness, and length applied... *8*  
 " fm up part of Bilge to l. edge of Sh'rstrake... *7*  
 " Main Sheerstrake, breadth and thickness of doubling at Sh'rstrake, & length applied from Mn. to Up. or Spar Dk. Sh'rstrake... *14 11 33 1169*  
 " Up. or Spar Dk. Sh'rstrake, brdth & thickness... *10.13 14 1/2 7 1/2 14 1/2 16 1/2*  
 Butt Straps to outside plating, breadth & thickness... *6 1/2*  
 Lengths of Plating... *26 1/2*  
 Shifts of Plating, and Stringers... *2*  
 Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness... *40 8 40 8*  
 Angle Iron on ditto... *23 7 22 7*  
 Tie Plates fore and aft, outside Hatchways... *4 x 3 1/2 x 7 4 x 3 x 6*  
 Diagonal Tie Plates on Beams No. of Pairs...  
 Plank-sheer material and scantling...  
 Waterways do. do...  
 Flat of Upper Deck do. do. *Iron*... *5 1/2*  
 How fastened to Beams... *Riveted*  
 Stringer Plate on ends of Main or Middle Deck...  
 Beams, breadth and thickness...  
 Is the Stringer Plate attached to the outside plating?  
 Angle Irons on ditto, No. *Pillars*... *3 d*  
 Tie Plates, outside Hatchways...  
 Diagonal Tie Plates on Beams, No. of pairs...  
 Waterways materials and scantlings...  
 Flat of Middle Deck do. do...  
 How fastened to Beams...  
 Stringer Plates on ends of Lower Deck, Hold or Orlop Beams... *24 8*  
 Is the Stringer Plate attached to the outside plating? *Yes*  
 Angle Irons on ditto, No. *14*... *3 1/2 x 3 1/2 x 6*  
 Stringer or Tie Plates, outside Hatchways...  
 Flat of Lower Deck... *Face plate*... *8 1/2 8*  
 Ceiling betwixt Decks, thickness and material... *2 1/2*  
 " in hold do. do... *2 1/2*  
 Main piece of Rudder, diameter at head... *5*  
 do. at heel... *3*  
 Can the Rudder be unshipped afloat? *Yes*  
 Bulkheads No. *Four* Thickness of *5/16 in.*  
 " Height up *Three ft up D. after mast to 1st Flat*  
 " How secured to sides of ship... *Double Frames*  
 " Size of Vertical Angle Irons *3 x 2 1/2 x 1/2* and distance apart *30 ins.*  
 " Are the outside Plates doubled two spaces of Frames in length? *Yes*

Transoms, material. Knight-heads. Hawse Timbers. *Iron.*  
 Windlass *Harfield's Patent*. Pall Bitt

The FRAMES extend in one length from *Rudder line* to *Gunwale* Riveted through plates with *3/4* in. Rivets, about *One* part.  
 The REVERSED ANGLE IRONS on floors and frames extend *from middle line to Gunwale* and to *Hold B. Stringer*  
 KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? *Yes* And butts properly shifted? *Yes.*  
 PLATING. Garboard, double riveted to Keel, with rivets *1* in. diameter, averaging *5* ins. from centre to centre.  
 " Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets *3/4* in. diameter, averaging *3 1/4* ins.  
 " Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets *3/4* in. diameter averaging *3 1/4* in.  
 " Butts of *Two* Strakes at Bilge for *half* length, treble riveted with Butt Straps *1/16* in. thicker than the plates they connect.  
 " Edges from bilge to Main Sheerstrake, worked clencher, *double or single* riveted; with rivets *3/4* in. diameter, averaging *3 1/4* in.  
 " Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets *3/4* in. diameter, averaging *3 1/4* in.  
 " Edges of Main Sheerstrake, *double or single* riveted. Upper Sheerstrake, *double or single* riveted.  
 " Butts of Main Sheerstrake, treble riveted for *length* amidships. Butts of Upper or Spar Sheerstrake, treble riveted for *length* amidships.  
 " Butts of Main Stringer Plate, treble riveted for *length* amidships. Butts of Upper or Spar Stringer Plate, treble riveted for *length* amidships.  
 " Breadth of laps of plating in double riveting *5 ins* Breadth of laps of plating in single riveting *3 ins*

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? *Double & Treble*  
 Waterway, how secured to Beams *Iron deck* (Explain by Sketch, if necessary.)  
 Beams of the various Decks, how secured to the sides? *Bracket plates & Moulded Iron* No. of Breasthooks, *Three*  
 What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *Good*  
 Manufacturer's name or trade mark, *all angles & iron in France. Beams &c. of Scotland W. & Co. Good*  
 The above is a correct description.

Builder's Signature, *Chas. J. Brown* Surveyor's Signature, *John A. Brown*  
 Surveyor to Lloyd's Register of British and Foreign Shipping

IRON 489-0259



Workmanship. Are the butts of plating planed or otherwise fitted?

Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies?

Are the fillings between the ribs and plates solid single pieces?

Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other?

Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces?

Do any rivets break into or through the seams or butts of the plating?

Masts, Bowsprit, Yards, &c., are *P.R. Sir* in *good* condition, and sufficient in size and length. If of Iron or Steel, Scantlings of Plating, Angle Irons, &c., and further explain by a Sketch showing how the lower Masts and Bowsprit are constructed, show the number of Plates and Angle Irons, mode of riveting, quality of Materials, and if stamped with Maker's name.

State also Length and Diameter of Lower Masts and Bowsprit

*25218 lbs*

*Fore mast 62 ft long 16 1/2 in apart  
main --- 56 --- 16 1/2 ---*

NUMBER for EQUIPMENT *11213*

SAILS. CABLES, &c.  
Fore Sails, *498*  
Fore Top Sails, *498*  
Fore Topmast Stay Sails, *498*  
Main Sails, *498*  
Main Top Sails, *498*  
and *498*

Fathoms. Inches. Test per Certificate. Length & Size req'd per Rule. Test req'd per Rule.  
*210 1/2 ft. 28 1/2 in. 28 1/2 in. 28 1/2 in. 28 1/2 in.*

ANCHORS. N°. Weight. Ex. Stock. Test per Certificate. W'ght req'd per Rule. Test req'd per Rule.  
*210 1/2 ft. 28 1/2 in. 28 1/2 in. 28 1/2 in. 28 1/2 in.*

Standing and Running Rigging *Capstan* sufficient in size and *good* in quality. She has *23 ft* Long Boat and *2 1/2 ft* x *14 ft*.

The Windlass is *good* Capstan *Wicks* and Rudder *good* Pumps *5* Deck pumps *5* Chambers.

Engine Room Skylights. How constructed? *Non-removable 13 above 12 ft* How secured in ordinary weather? *With screw bolts*

What arrangements for deadlights in bad weather? *Three double covers with 4 paneled glass 7 ft in reach*

Coal Bunker Openings. How constructed? *15 ft high x 23 ft long* How are lids secured? *Angled* Height above deck? *15 ft above 8 ft*

Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *Five scuppers & four ports each side*

Cargo Hatchways. How formed? *Plates 3-6 deep 1/16 thick riveted to iron deck & beams.*

State size Main Hatch *As shown* Fore hatch *on deck* Quarter hatch *on deck*

If of extraordinary size, state how framed and secured? *2 ft*

What arrangement for shifting beams? *2 ft*

Hatches, If strong and efficient? *Yes. 2 1/2 ft high Red Fir.*

Order for Special Survey No. *258*

Date *13 Aug 1878*

Order for Ordinary Survey No. *1*

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- 1st. On the several parts of the frame, when in place, and before the plating was wrought
- 2nd. On the plating during the process of riveting
- 3rd. When the beams were in and secured, and before the decks were laid...
- 4th. When the ship was complete, and before the plating was finally coated or cemented...
- 5th. After the ship was launched and equipped.

*Built under Special Survey & Surveyed*  
*1878, July 8, 18, 25, Aug 18, 15, 22, 26, 30, Sept 6, 7, 17, 24*  
*Oct 8, 17, 22, Nov 11, 22, 27, Dec 4, 6, 11, 19*  
*1879, Jan 21, Feb 4, 13, 26, Mar 4, 17, May 29, June 5*

ks (State quality of workmanship, &c.)

*Workmanship & material of very good quality. - The position of the fore engine room bulkhead, 4th of Br. deck beam & after hatchways have been altered as shown in red & the vessel built in accordance with the Plans thus amended & with the Rules.*

*King boards of S. R. Sir 2 1/2" properly fitted. The ballast Tanks in fore & after holds have been tested with a head of water equal to the height of the deep load line & made thoroughly watertight.*

*Forecastle 18 ft. 6 in. R. 2. D. 55 ft. B. 9th House 35 ft. double bottom. Fore hold 82 ft. 6 in. after hold 42 ft. 2 in.*

ed vessel, or if spar, or awning decked; and the lengths of poop, forecastle, or raised quarter deck, and the length of double, or part double bottom.

erved from oxidation? Inside *Cement & red lead* Outside *Red lead Paint & Black Varnish.*

ould be Classed *\*90A1*

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18th July, 1878.

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