

Swc. Report No. 14930

IRON SHIP.

Rev 21/7/80 27222
 Last Survey 15 July 1880

No. Survey held at *North Shields* Date, First Survey
 On the *Sw. S.S. "Alister"*

Master *Nance*

TONNAGE under 688
 Tonnage Deck
 Ditto of Third, Spar, or Awning Deck.
 Ditto of Poop, or Raised Qr. Dk.
 Ditto of Houses on Deck
 Ditto of Forecastle
 Gross Tonnage 709
 Less Crew Space
 Less Engine Room
 Register Tonnage as cut on Beam 577

ONE, OR TWO DECKED, THREE DECKED VESSEL.
 SPAR, OR AWNING DECKED VESSEL.
 HALF BREADTH (moulded) 14.20
 DEPTH from upper part of Keel to top of Upper Deck Beams 17.83
 GIRTH of Half Midship Frame (as per Rule) 28.53
 1st NUMBER 60.86
 1st NUMBER, if a 3-DECKED VESSEL, deduct 7 feet.
 LENGTH 198
 2nd NUMBER 12050
 PROPORTIONS—Breadths to Length 6.9
 Depths to Length—Upper Deck to Keel 11.10
 Main Deck ditto

Built at *Newcastle*
 When built 1867 Launched March 1867
 By whom built *Schlesinger &*
 Owners *Powley, Thomas & Co.*
 Port belonging to *Cardiff*
 Destined Voyage *Cardiff*
 If Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule	Feet. 198	Inches. 0	BREADTH—Moulded	Feet. 28	Inches. 4 1/2	DEPTH top of Floors to Upper Deck Beams	Feet. 16	Inches. 4	Power of Engines	Horse. 80	No. of Decks with flat laid	No. of Tiers of Beams
Dimensions of Ship per Register, length,	breadth,		depth,									
KEEL, depth and thickness	7 x 2 3/4		8 x 2 3/8									
STEM, moulding and thickness	7 x 2 3/4		7 x 2 3/8									
STERN-POST for Rudder do. do.	8 1/8 x 4 3/4		7 x 4 3/4									
" " for Propeller	8 1/8 x 4 3/4		7 x 4 3/4									
Distance of Frames from moulding edge to moulding edge, all fore and aft	21		22 in.									
FRAMES, Angle Iron, for 3/4 length amidships	4 3/4		3 1/2									
Do. for 1/4 at each end	4 3/4		3 1/2									
REVERSED FRAMES, Angle Iron	3 2 3/4		3 2 1/2									
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	18 8		17 1/2 8									
" thickness at the ends of vessel	7		7									
" depth at 3/4 the half-bdth. as per Rule	twice midship depth		6 1/2 6									
" height extended at the Bilges	7 7		6 1/2 6									
BEAMS, Upper, Spar, or Awning Deck Single or double Angle Iron, Plate or Tee Bulb Iron	2 1/2 2 1/2		5 2 1/2 2 1/2									
Single or double Angle Iron on Upper edge	2 1/2 2 1/2		5 2 1/2 2 1/2									
Average space	alternately frames		alternately frames									
BEAMS, Main, or Middle Deck Single or double Angle Iron, Plate or Tee Bulb Iron	3 3 6		3 3 6									
Single or double Angle Iron, on Upper Edge	3 3 6		3 3 6									
Average space	2 1/2 x 4 frames alternately		2 1/2 x 4 frames alternately									
BEAMS, Lower Deck, Hold, or Orlop Single or double Angle Iron, Plate or Tee Bulb Iron	3 3 6		3 3 6									
Single or double Angle Iron on Upper Edge	3 3 6		3 3 6									
Average space	2 1/2 x 4 frames alternately		2 1/2 x 4 frames alternately									
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates	21 9		13 10									
" Rider Plate	9 10		9 10									
" Bulb Plate to Intercoastal Keelson	4 1/2 3 1/2		4 1/2 3 1/2									
" Angle Irons	4 1/2 3 1/2		4 1/2 3 1/2									
" Double Angle Iron Side Keelson	4 1/2 3 1/2		4 1/2 3 1/2									
" Side Intercoastal Plate	4 1/2 3 1/2		4 1/2 3 1/2									
" do. Angle Irons	4 1/2 3 1/2		4 1/2 3 1/2									
" Attached to outside plating with angle iron	4 1/2 3 1/2		4 1/2 3 1/2									
BILGE Angle Irons	4 1/2 3 1/2		4 1/2 3 1/2									
" do. Bulb Iron	4 1/2 3 1/2		4 1/2 3 1/2									
" do. Intercoastal plates riveted to plating for length	4 1/2 3 1/2		4 1/2 3 1/2									
BILGE STRINGER Angle Irons	4 1/2 3 1/2		4 1/2 3 1/2									
Intercoastal plates riveted to plating for length	4 1/2 3 1/2		4 1/2 3 1/2									
SIDE STRINGER Angle Irons	4 1/2 3 1/2		4 1/2 3 1/2									
Transoms, material. Knight-heads. Hawse Timbers.	Windlass		Pall Bitt									

Flat Keel Plates, breadth and thickness	31	9	32	9
PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges	8	8	8	8
" of doubling at Bilge, or increased thickness, and length applied	7 x 6	8 x 7	8 x 7	8 x 7
" fin up part of Bilge to l. edge of Sh'rstrake.	30	10	36	10
" Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied from Mn. to Up. or Spar Dk. Sh'rstrake.	-	-	-	-
" Up. or Spar Dk Sh'rstrake, brdth & thickness	-	-	-	-
Butt Straps to outside plating, breadth & thickness	-	-	-	-
Lengths of Plating	-	-	-	-
Shifts of Plating, and Stringers	-	-	-	-
Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness	28 1/2	10	44	8
Angle Iron on ditto	4 1/2 x 3 1/2	7	4 1/2 x 3 1/2	7
Tie Plates fore and aft, outside Hatchways	10 1/2	8	10	8
Diagonal Tie Plates on Beams No. of Pairs	10 1/2	8	-	-
Planksheer material and scantling	-	-	-	-
Waterways do. do.	-	-	-	-
Flat of Upper Deck do. do.	3 1/2	Yellow pine	-	-
How fastened to Beams	-	-	-	-
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.	-	-	-	-
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	21 1/2	8	27	7
Is the Stringer Plate attached to the outside plating?	No	-	-	-
Angle Irons on ditto, No.	4 1/2 x 3 1/2	7/16	4 1/2 x 3 1/2	7/16
Stringer or Tie Plates, outside Hatchways	4 1/2 x 3 1/2	7/16	-	-
Flat of Lower Deck	-	-	-	-
Ceiling betwixt Decks, thickness and material	2 1/2	Battens pine	-	-
" in hold do. do.	-	-	-	-
Main piece of Rudder, diameter at head	-	-	-	-
do. at heel	-	-	-	-
Can the Rudder be unshipped afloat?	-	-	-	-
Bulkheads No. 5 Thickness of	6/16	-	-	5/16
" Height up to upper deck	-	-	-	-
" How secured to sides of ship	double frames	-	-	-
" Size of Vertical Angle Irons and distance apart	-	-	-	ins.
" Are the outside Plates doubled two spaces of Frames in length?	-	-	-	-

The FRAMES extend in one length from *the Keel* to *gunwale* Riveted through plates with *3/4* in. Rivets, about *5 1/2* apart.
 The REVERSED ANGLE IRONS on floors and frames extend *middle line* to *and to* alternately
 KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? And butts properly shifted?
 PLATING. Garboard, double riveted to Keel, with rivets in diameter, averaging ins. from centre to centre.
 " Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets in diameter, averaging ins. from centre to centre.
 " Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets in diameter averaging ins. from centre to centre.
 " Butts of Strakes at Bilge for length, treble riveted with Butt Straps thicker than the plates they connect.
 " Edges from bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets in diameter, averaging ins. from cr. to cr.
 " Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets in diameter, averaging ins. from cr. to cr.
 " 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 length amidships.
 " Butts of Main Stringer Plate, treble riveted for length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length.
 " Breadth of laps of plating in double riveting Breadth of laps of plating in single riveting

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted?
 Waterway, how secured to Beams (Explain by Sketch, if necessary.)
 Beams of the various Decks, how secured to the sides? No. of Breasthooks, Crutches,
 What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.?
 Manufacturer's name or trade mark,

The above is a correct description.
 Builder's Signature, Surveyor's Signature *James Buchanan*
 Surveyor to Lloyd's Register of British and Foreign Shipping.

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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?

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Masts, Bowsprit, Yards, &c., are _____ in _____ condition, and sufficient in size and length. *If of Iron or Steel give Scantlings of Plating, Angle Irons, &c., and further explain by a Sketch showing how the lower Masts and Bowsprit are constructed, showing 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

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Inches per Rule	Machine where Tested & Suprntd t.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate	W'ght req'd per Rule.	Machine where Tested & Suprntd t.
N ^o .	SAILS.	CABLES, &c.					Bower Anchors					
	Fore Sails,	Chain					(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)					
	Fore Top Sails,	Iron Str'm Chain										
	Fore Topmast Stay Sails,	Ditto do.										
	Main Sails,	Hmpn Strm Cbl					Stream	...				
		Hawser					Kedge	...				
	Main Top Sails, and	Warp quality					Ditto	...				

Standing and Running Rigging sufficient in size and in quality. She has Long Boat and

The Windlass is Capstan and Rudder Pumps

Engine Room Skylights.—How constructed?

How secured in ordinary weather?

What arrangements for deadlights in bad weather?

Coal Bunker Openings.—How constructed ?

How are lids secured?

Height above deck?

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea?

Cargo Hatchways.—How formed ?

State size **Main Hatch**

Forehatch

Quarterhatch

If of extraordinary size, state how framed and secured ?

What arrangement for shifting beams ?

• **Hatches,** If strong and efficient?

Order for Special Survey No.	DATES of Surveys held while building was per Section 18.	{ 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 fastened, } 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
Date		
Order for Ordinary Survey No.		
Date		
No. in builder's yard.		

General Remarks (State quality of workmanship, &c.)

General Remarks (State quality of workmanship, &c.) At the request of the owners we have compared the scantlings of this vessel with the requirements of the rules for the 80 A grade and find that they are generally in excess of the requirements of the present rules; The upper deck stringer plates are rather less in breadth, but they are $\frac{3}{16}$ thicker and she has diagonal ties in addition to the fore & aft ties, and one strake of topside plating next below the sheerstrake has been doubled with $\frac{5}{16}$ plating for about half length amidships. A double bottom is fitted from the foremost bulkhead of engine room, forward for about 117 feet.

State if one, two, or three decked 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.

How are the surfaces preserved from oxidation? Inside Portland Cement to upper Outside 2 Coats of paint

I am of opinion this Vessel should be Classed SP.A.I. turn of Belges & paint above

The amount of the Entry Fee£ — : — : — is received by me,

Special£ — : — : — 187—)

Certificate . . . : :

(Travelling Expenses, if any, £).

Committee's Minute

Friday, July, 30th 1880

Character assigned

James Sibbald Davidson
Surveyor to Lloyd's Register of British and Foreign Shipping.

Lloyd's Register
Foundation