

## IRON SHIP

Dec 18/11/80

No. 12521 Survey held at

Sunderland

Date, First Survey

May 20<sup>th</sup>

Last Survey

November 1880

On the Iron Steamer "Bellini"

Master

J. Sawyer

TONNAGE under Tonnage Deck

1348.24

ONE, OR TWO DECKED, THREE DECKED VESSEL.

SPAR, OR AWNING-DECKED VESSEL.

Feet.

HALF BREADTH (moulded) 17.87

DEPTH from upper part of Keel to top of Upper Deck Beams 21.54

GIRTH of Half Midship Frame (as per Rule) 15.2

1st NUMBER 1741

1st NUMBER, if a 3-DECKED VESSEL, deduct 7 feet

LENGTH 258.5

2nd NUMBER 19.288

PROPORTIONS—Breadths to Length 7.2

Depths to Length—Upper Deck to Keel 11.9

Main Deck ditto

Built at

Sunderland

When built

1880

Launched 23<sup>rd</sup> Sept/80

By whom built

Short Bros

Owners

J. Sawyer

Port belonging to

Sunderland

Destined Voyage

Bombay

Surveyed while Building, Afloat, or in Dry Dock

in Dry Dock

LENGTH	Feet.	Inches.	BREADTH	Feet.	Inches.	DEPTH	Feet.	Inches.	Power of Engines	Horse.	Nº. of Decks with flat laid	Nº. of Tiers of Beams
on deck as per Rule	258	6	Moulded	35	9	top of Floors to Upper Deck Beams	19	7	180	180	2	2
						Do. do. Main Deck Beams						

Dimensions of Ship per Register, length, 269 breadth, 36 depth, 18.25

Through Plate Hatchways

KEEL, depth and thickness 9 1/2 x 1 1/2

STEM, moulding and thickness 9 2 1/2

STERN-POST for Rudder do. do. 9 x 5

" for Propeller 9 x 5

Distance of Frames from moulding edge to moulding edge, all fore and aft 24"

FRAMES, Angle Iron, for 1/2 length amidships 5 3 8

Do. for 1/2 at each end 5 3 7

REVERSED FRAMES, Angle Iron 3 3 7

FLOORS, depth and thickness of Plate at mid line for half length amidships 7

thickness at the ends of vessel 7

depth at 1/2 the half-bdth. as per Rule 7

height extended at the Bilges 7

BEAMS, Upper, Spar, or Awning Deck 6 3 8

Single or double Ang. Iron, Plate or Tee Bulb Iron 6 3 8

Single or double Angle Iron on Upper edge 24

Average space 24

BEAMS, Lower Deck, Hold, or Orlop 9 2 9

Single or double Ang. Iron, Plate or Tee Bulb Iron 9 2 9

Single or double Angle Iron on Upper Edge 4 4 8

Average space 4 4 8

KEELSONS Centre line, angle of double plates 5 1/2 x 9.8

Rider Plate 5 1/2 x 9.8

Bulb Plate to Intercoastal Keelson 5 1/2 x 9.8

Angle Irons 3 3 7

Double Angle Iron Side Keelson 3 3 7

Side Intercoastal Plate 3 3 7

do. Angle Irons 3 3 7

Attached to outside plating with angle iron 3 3 7

BILGE Angle Irons 5 1/2 x 9.8

do. Bulb Iron 5 1/2 x 9.8

do. Intercoastal plates riveted to plating for length 5 1/2 x 9.8

BILGE STRINGER Angle Irons 5 1/2 x 9.8

Intercoastal plates riveted to plating for length 5 1/2 x 9.8

SIDE STRINGER Angle Irons 5 1/2 x 9.8

Transoms, material. Knight-heads. Hawse Timbers. Iron

Windlass Iron + Wellman Pall Bitt none required

The FRAMES extend in one length from middle line to foremast

The REVERSED ANGLE IRONS on floors and frames extend from middle line to foremast

KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? Yes

PLATING. Garboard, double riveted to Keel, with rivets 1 1/8 in. diameter, averaging 5 1/2 ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 1 1/8 in. diameter, averaging 3 1/2 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 7/8 in. diameter averaging 3 1/2 ins. from centre to centre.

Butts of 3 Strakes at Bilge for half length, treble riveted with Butt Straps. 1/16 thicker than the plates they connect.

Edges from bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 3/4 7/8 in. diameter, averaging 3 1/2 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 7/8 in. diameter, averaging 3 1/2 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 1/2 length amidships. Butts of Upper or Spar Sheerstrake, treble riveted — length amidships.

Butts of Main Stringer Plate, treble riveted for 1/2 length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for — length.

Breadth of laps of plating in double riveting 8 inches. Breadth of laps of plating in single riveting 4 inches.

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Yes

Waterway, how secured to Beams Iron deck (Explain by Sketch, if necessary.)

Beams of the various Decks, how secured to the sides? Iron turned on Beams No. of Breasthooks, 6 Crutches, 12

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &amp;c. 2 1/2 in. S. &amp; B. 12

Manufacturer's name or trade mark. J. &amp; W. Brown &amp; Co. Ltd. London &amp; Glasgow

The above is a correct description. Builder's Signature, Short Bros. Surveyor's Signature, J. Sawyer. Surveyor to Lloyd's Register of British and Foreign Shipping.

IRON 496-0210



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

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

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

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

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

Do any rivets break into or through the seams or butts of the plating? *a few only*

Masts, Bowsprit, Yards, &c., are *all* in *good* 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 *Iron masts & bowsprit rigged. Portions of the plates have been tested and found of good quality. The masts of this vessel are the same as the Builders 189" excellent. Mtd Sept. 18 48 4*

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	N <sup>o</sup> .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested & Suprntd.
SAILS.												
N <sup>o</sup> .	CABLES, &c.											
	Chain	270	1 7/16	51 3/4	270.15	1 Hartness	Bower Anchors	9391	28.0.0	27.2.2.0	27.3.0	6 July 80
Fore Sails,	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	Tested at R.W.C.P. Test 20 Aug 1880										
Fore Top Sails,	Iron Str'm Chain	75	1 1/16	20 3/8	75.17	23/780		8440	23.3.14	23.15.2.14	23.2.0	19 July 80
	Ditto do.	Tested at R.W.C.P. Test by 1 Hartness										
Fore Topmast Stay Sails,	Hmpn Strm Cbl	Certificate enclosed										
	Hawser	90	3 1/2	or	90.11		Stream	8447	8.2.14	10.17.2.08	3.0	19 July 80
Main Sails,	Towlines	90	10 1/2		90.10 1/2		Kedge	8385	4.2.0	6.17.2.04	2.0	29 June 80
Main Top Sails,	Warp	90	6 1/2		90.6 1/2		Ditto	8544	2.1.7	4.17.2.02	1.97	Aug 80
and	quality	Tested at R.W.C.P. Test by 1 Hartness										

Standing and Running Rigging *Wint & Wump* sufficient in size and *good* in quality. She has *four* Long Boat and *two* Life Boats

The Windlass is *good* Capstan *good* and Rudder *good* Pumps *good and sufficient*

Engine Room Skylights. How constructed? *Iron* How secured in ordinary weather? *yes*

What arrangements for deadlights in bad weather? *Iron shutters and bulks* *yes*

Coal Bunker Openings. How constructed? *Iron* How are lids secured? *Hatches* Height above deck? *12"*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Boats and scuppers on each side*

Cargo Hatchways. How formed? *Iron in usual manner*

State size Main Hatch *24' x 12'* Fore hatch *16' x 12'* Quarterhatches *16' x 12' & 14' x 12'*

If of extraordinary size, state how framed and secured? *Plate Beams and Iron and afters*

What arrangement for shifting beams? *Fitted between double angles & fastened with bolts and nuts*

Hatches, If strong and efficient? *yes solid 3" thick*

Order for Special Survey No. *2901*

Date *1 May 1880*

Order for Ordinary Survey No. *110*

Date *19 May 1880*

No. *110* in builder's yard.

DATES of Surveys held while building as 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

*Rebuilt under Sps. and Surveyed 1880 May 20 22 26 27 29 June 35 8 10 11 14 15 17 22 25 July 16 12 15 17 19 22 26 28 29 Aug 26 10 11 12 14 24 28 31 Sep. 7 36 10 16 17 20 22 24 28 Oct 24 16 18 21 27 Nov 12 58.*

General Remarks (State quality of workmanship, &c.) *The workmanship is of good quality.*

*This vessel has been built on the Cellular and Bracket principle in accordance with the enclosed approved drawings and in general conformity with the rules sanctioned by the Secretaries Letter dated the 19<sup>th</sup> and 28<sup>th</sup> of May 1880 respectively. She is constructed with a Poop, raised deck, Bridge House and top-sail-fore-castle. The double bottom has been tested to a head of water equal to the load line and found good and efficient*

*After Prob 20 tons*

*216. 408*

State if one, two, or three-decked vessel, or if spar, or awning decked; and the lengths of poop, fore-castle, or raised quarter deck, and the length of double, or part double bottom.

How are the surfaces preserved from oxidation? Inside *Cement and Paint* Outside *Paint and Impregnation*

I am of opinion this Vessel should be Classed *100 A 1*

The amount of the Entry Fee ... £ *5* ... is received by me, *SW*

Special ... £ *64* : *3* : *6* *13 Nov. 1880*

Certificate ...

(Travelling Expenses, if any, £ ...)

Committee's Minute

Character assigned

*Tuesday, November, 16th 1880.*

*100 A 1*

*SW*

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

*This vessel appears to be eligible to be classed + 100 A 1 recommended*

