

IRON SHIP.

Survey held at Middleboro Date, First Survey 1880 Last Survey 1880

On the Montgomery Master Jenkins & Co.

Tonnage under Deck 1988.25
 Ditto of Poop, or Raised Or. Dk. 10.60
 Ditto of Houses on Deck 66.88
 Ditto of Forecastle 31.13
 Gross Tonnage 2096.86
 Less Crew Space 55.15
 Less Engine Room 48.405
 Register Tonnage as out on Beam 1993.305

ONE, OR TWO DECKED, THREE DECKED VESSEL.
SPAR, OR AWNING DECKED VESSEL.
HALF BREADTH (moulded) 11.50 Feet.
DEPTH from upper part of Keel to top of Upper Deck Beams 26.5
GIRTH of Half Midship Frame (as per Rule) 40.0
1st NUMBER 84.0
1st NUMBER, if a THREE-DECKED VESSEL 84.0
LENGTH 108.5
2nd NUMBER 206.4
PROPORTIONS—Breathths to Length 10.18
 Depths to Length—Upper Deck to Keel 10.18
 Main Deck ditto 13.94

Built at Middleboro
 When built 1880 Launched Nov 1880
 By whom built Raylton Dixon & Co.
 Owners Jenkins & Co.
 Port belonging to Sandon
 Destined Voyage Cardiff
 Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule	BREADTH Moulded	DEPTH top of Floors to Upper Deck Beams Do. do. Main Deck Beams	Power of Engines	Horse	No. of Decks with flat laid No. of Tiers of Beams
210.0	35.0	26.5	250	250	2
Dimensions of Ship per Register, length, 210.0 breadth, 35.0 depth, 26.5					
KEEL , depth and thickness	Inches in Ship. <u>9 1/2 x 2 1/2</u>		Inches per Rule. <u>9 1/2 x 2 1/2</u>		
STEM , moulding and thickness	<u>9 x 2 1/2</u>		<u>9 x 2 1/2</u>		
STERN-POST for Rudder do. do. for Propeller	<u>10 1/8 x 4 1/2</u>		<u>9 x 5</u>		
Distance of Frames from moulding edge to moulding edge, all fore and aft	<u>2 ft</u>		<u>2 ft</u>		
FRAMES , Angle Iron, for 1/2 length amidships Do. for 1/4 at each end	<u>5 x 3</u>		<u>5 x 3</u>		
REVERSED FRAMES , Angle Iron	<u>3 1/2 x 3</u>		<u>3 1/2 x 3</u>		
FLOORS , depth and thickness of Floor Plate at mid line for half length amidships thickness at the ends of vessel depth at 3/4 the half-bdth. as per Rule height extended at the Bilges	<u>2 ft</u>		<u>2 ft</u>		
BEAMS , Upper, Spar, or Awning Deck Single or double Angle Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper edge Average space	<u>5 x 3</u>		<u>5 x 3</u>		
BEAMS , Main, or Middle Deck Single or double Angle Iron, Plate or Tee Bulb Iron Single, or double Angle Iron, on Upper Edge Average space	<u>6 x 3</u>		<u>6 x 3</u>		
BEAMS , Lower Deck, Hold, or Orlop Single or double Angle Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper Edge Average space	<u>8 1/2 x 3</u>		<u>8 1/2 x 3</u>		
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates Rider Plate Bulb Plate to Intercoastal Keelson Angle Irons Double Angle Iron Side Keelson Side Intercoastal Plate do. Angle Irons Attached to outside plating with angle iron	<u>18 x 13</u>		<u>18 x 13</u>		
BILGE Angle Irons do. Bulb Iron do. Intercoastal plates riveted to plating for 1/2 length	<u>5 1/2 x 9</u>		<u>5 1/2 x 9</u>		
BILGE STRINGER Angle Irons Intercoastal plates riveted to plating for 1/2 length	<u>5 1/2 x 9</u>		<u>5 1/2 x 9</u>		
SIDE STRINGER Angle Irons	<u>5 1/2 x 9</u>		<u>5 1/2 x 9</u>		
Transoms, material. Knight-heads. Hawse Timbers. Windlass Patent Pall Ditt	Plating & Angles				

The **FRAMES** extend in one length from Keel to gunwale Riveted through plates with 1/8 in. Rivets, about 1/2 apart.

The **REVERSED ANGLE IRONS** on floors and frames extend across middle line to Main Deck stringer and to gunwale alternately

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 1/8 in. diameter, averaging 5 1/8 ins. from centre to centre.

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

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

Butts of Three Strakes at Bilge for one half length, treble riveted with Butt Straps 1/10 thicker than the plates they connect.

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

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 1/8 in. diameter, averaging 3 1/8 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 1/2 length amidships.

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

Breadth of laps of plating in double riveting 1 1/2 Breadth of laps of plating in single riveting 1

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

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

Beams of the various Decks, how secured to the sides? Brackets Mess & Ends turned & welded of Breasthooks, Shoe Crutches, Scam

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Good

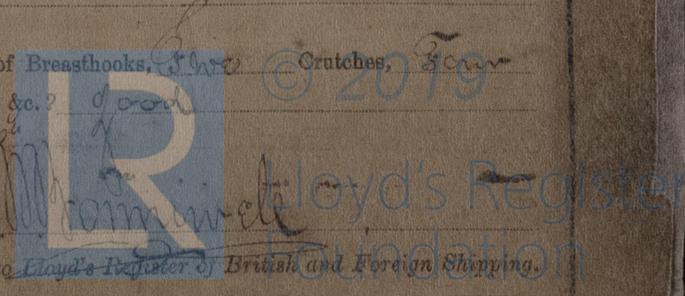
Manufacturer's name or trade mark, Adelphi & Co. and Dorman Long & Co.

The above is a correct description.

Builder's Signature RAYLTON DIXON & CO. Surveyor's Signature [Signature]

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

IRON 447-0237



Workmanship. Are the butts of plating parallel or otherwise fitted? *Stanced*
 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? *Solid pieces*
 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? *Some Butts* *28682 Jun*

Masts, Bowsprit, Yards, &c., are *Iron* 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 *3. Mast 4 1/2" x 21" - 2" ~ 3 plates in the round, plating 1/16" double 6" x 6" seams double and butts triple riveted above partners.*
M. Mast 4 1/2" x 22" plate 1/16" : 5/16" plates double 6" x 2" in other respects as 3. Mast
Plates tested by bending cold

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Length & Size req'd per Rule.	Test req'd per Rule.	ANCHORS.	N ^o .	Weight Ex. Stock.	Test per Certificate	Wght req'd per Rule.	Test req'd per Rule.	
N ^o .	SAILS.	CABLES, &c. Chain	240	1 1/16	59 1/8	240-1 1/16	59 1/8	Bowers	3	33.0.0	30.2.2.0	32.0.0	30.2.0.0
	Fore Sails,	(State Machine where tested, Date, & name of Superintendent.)											
	Fore Top Sails,	Slays	20	1 1/8	59 1/8	240-1 1/16	59 1/8						
	Fore Topmast Stay Sails	Slays	20	1 1/8	59 1/8	240-1 1/16	59 1/8						
	Main Sails,	Hmpn Strm Cbl	20	1 1/8	59 1/8	240-1 1/16	59 1/8						
	Main Top Sails,	Hawser ...	20	1 1/8	59 1/8	240-1 1/16	59 1/8						
		Towlines ...	20	1 1/8	59 1/8	240-1 1/16	59 1/8						
		Warp ...	20	1 1/8	59 1/8	240-1 1/16	59 1/8						
		quality	20	1 1/8	59 1/8	240-1 1/16	59 1/8						
		good	20	1 1/8	59 1/8	240-1 1/16	59 1/8						
		quality	20	1 1/8	59 1/8	240-1 1/16	59 1/8						

Standing and Running Rigging *Wm & Henry* sufficient in size and *good* in quality. She has *two* Long Boats and *one* *poly* Boat
 The Windlass is *good* Capstan *good* and Rudder *good* Pumps *good*

Engine Room Skylights. How constructed? *1/2" iron casing & 3/4" skylight* How secured in ordinary weather? *Bulls eyes*

What arrangements for deadlights in bad weather? *Bulls eyes*

Coal Bunker Openings. How constructed? *Iron banded* How are lids secured? *Bars* Height above deck? *12' to 24'*

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

Cargo Hatchways. How formed? *1/16" iron comings*

State size Main Hatch *20' x 12'* Forehatch *16' x 8'* Quarterhatch *12' x 10' and 16' x 10'*

If of extraordinary size, state how framed and secured? *Web frames & fore & afters*

What arrangement for shifting beams? *Web frames & fore & afters*

Hatches, if strong and efficient? *Yes*

Order for Special Survey No. *1*
 Date *Special*
 Order for *Special* Survey No. *1*
 Date *18th Dec 1880*
 No. *100* in builder's yard

- 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

Built under Special Survey
First Survey 12th Dec 1880
Last Survey 10th Dec 1880

General Remarks (State quality of workmanship, &c.) *Good*
Has a Topgallant Forecastle, beams to topgallant, Beams 1" x 3" x 1/16" stringer on deck
20' x 1/16" angles on deck 3 1/2" x 3" x 1/16" plating 1/16" Deck 3/16" is. P.
Prop frames to topgallant, Beams 1/2" x 3" x 1/16" stringer 20' x 1/16" Bio plate 9' x 1/16"
Plating 1/16" Deck 3/16" is. P.
Water Ballast Tanks - Side plates 1/16" Angles 3 1/2" x 3" x 1/16" web plates 1/16" Angles 3 1/2" x 3" x 1/16"
Topplating 1/16" - Decked with a head of water to load line

RAYLTON, DIXON & CO.
M. Dixon

State if one, two, or three, decked vessel, or if spar, or running decked, and the lengths of poop, forecastle, or raised quarter deck, and the length of deck, or part double bottom.

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

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

The amount of the Entry Fee ... £ 5 : 0 : 0 is received by me, *M. Dixon*

Special ... £ 11 : 0 : 0 *18th Dec 1880*

Certificate ...

Committee's Minute *Tuesday, December, 21st 1880.*

Character assigned *100 A 1*
Lloyd's Register
Foundation