

IRON SHIP.

To. 29378 Survey held at Liverpool Date, First Survey 13th August 1884 Survey, 2nd Feb 1884

Net Tonnage under Tonnage Deck 296.60
Gross Tonnage 374.15
Crew Space 22.14
Engine Room 119.73
Boiler Tonnage 233.25
Boiler cut on Beam

ONE, OR TWO DECKED, THREE DECKED VESSEL,
SPAR, OR AWNING DECKED VESSEL.
Half Breadth (moulded) 11.0
Depth from upper part of Keel to top of Upper Deck Beams 13.29
Girth of Half Midship Frame (as per Rule) 22.16
1st Number 46.45
1st Number, if a 3-Decked Vessel deduct 7 feet
Length 143.91
2nd Number 6684.61
Proportions— Breadths to Length 6.50
Depths to Length— Upper Deck to Keel 11.0
Main Deck ditto 11.0

Master C. Hughes
Built at Liverpool
When built 1883 Launched 17th Nov
By whom built Liverpool Forge & Co
Owners Arthur Bevan
Residence 20 Ratis Street
Port belonging to Liverpool
Destined Voyage Coaster
If Surveyed while Building, Afloat, or in Dry Dock.
Building Dry Dock & Afloat

Length 143.91 Feet. Breadth 22.00 Feet. Depth 13.31 Feet. Power of Engines 60 Horse. No. of Decks with flat laid One
No. of Tiers of Beams One
Dimensions of Ship per Register, length, 145.0 breadth, 22.0 depth, 13.31 DEPTH Moulded 12.75 10.12 8.8

EL, depth and thickness 7.4 x 1.5/8
EM, moulding and thickness 6.2 x 1.5/8
ERN-POST for Rudder do. do. 6.2 x 3/4
" " for Propeller 6.2 x 3/4
Distance of Frames from moulding edge to moulding edge, all fore and aft 21
AMES, Angle Iron, for 2/3 length amidships 3 3 6 3 3 6
Do. for 1/3 at each end 3 3 3 3 3 3
VERSED FRAMES, Angle Iron 3 2 1/2 5 3 1/2 2 1/2 5
BOARDS, depth and thickness of Floor Plate 13 6 13 6
Thickness at the ends of vessel 12
Depth at 3/4 the half-bdth. as per Rule 26
Height extended at the Bilges 26

AMS, Upper, Spar, or Awning Deck
Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron
Angle or double Angle Iron on Upper edge 4 2 1/2 6 4 2 1/2 6
Average space 21
AMS, Main, or Middle Deck
Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron
Angle, or double Angle Iron, on Upper Edge 6 6 6 6
Average space 10
AMS, Lower Deck
Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron
Angle or double Angle Iron on Upper Edge 6 6 6 6
Average space 10
AMS, Hold, or Orlop
Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron
Angle or double Angle Iron on Upper Edge 6 6 6 6
Average space 10

ELSONS Centre line, single or double plate, 30 8 30 8
Rider Plate 36 6 6
Bulb Plate to Intercoastal Keelson
Angle Irons Cellular Bottom
Double Angle Iron Side Keelson See Section
Side Intercoastal Plate
do. Angle Irons
Attached to outside plating with angle iron
GE Angle Irons 3 1/2 3 6 3 3 6
do. Bulb Iron
do. Intercoastal plates riveted to plating for length
GE STRINGER Angle Irons 3 1/2 3 6 3 3 6
Intercoastal plates riveted to plating for length
Bulb for hold length
E STRINGER Angle Irons 4 3 7

FRAMES extend in one length from Middle line to Gunwale
REVERSED ANGLE IRONS on floors and frames extend from middle line to Gunwale and to upper timbers
ELSONS. Are the various lengths of Plates and Angle Irons properly connected? Yes And butts properly shifted? Yes
TING. Garboard, double riveted to Keel, with rivets 1 1/4 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. from centre to centre.
Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 in. diameter averaging 3 1/4 ins. from centre to centre.
Butts of One Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 1 1/2 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 ins. from cr. to cr.
Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 3 1/4 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, double riveted for length amidships.
Butts of Main Stringer Plate, treble riveted for length amidships. Butts of Upper or Spar Stringer Plate, double riveted for length.
Breadth of laps of plating in double riveting 4 1/2 Breadth of laps of plating in single riveting 2 1/2
Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? double No. of Breasthooks, Crutches, 20
Description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.?

Manufacturer's name or trade mark, The Consett Plate Rolling Co. Ltd.
The above is a correct description.
Surveyor's Signature, C. Skentelbery
Surveyor to Lloyd's Register of British and Foreign Shipping.

State clearly where plating is of alternate thicknesses—as distinguished from diminished thickness at ends of vessel.
* If Iron Deck, state if whole or part, and if wood deck is laid thereon.

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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 in butts only*

Masts, Bowsprit, Yards, &c., are *Good* 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 *Foremast P. Pine 68 feet 16 inches*
Main " " 70 " 16 "
Mizzen " " 49 " 13 "

NUMBER for EQUIPMENT 4352		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested & Suprntd.
SAILS.							Bower Anchors					
CABLES, &c.							Stream Anchor					
N ^o .							Kedge					
1	Fore Sails,	165	1 1/2	30.8	1		2nd Kedge					
	Fore Top Sails,	60	7/8	5.12.2	7/8							
	Fore Topmast Stay Sails,	75	7/2		7/2							
	Main Sails,	90	5 1/2		5 1/2							
	Main Top Sails,	60	3 1/2									
	and											

Standing and Running Rigging *Good* sufficient in size and *Good* in quality. She has *two* Long Boats and *good* condition.
The Windlass is *Iron Patent* Capstan *Nine* and Rudder *Good* Pumps *Copper* Sluces in each Compartment.
Engine Room Skylights. How constructed? *Strong wood frame* How secured in ordinary weather? *bolted*
What arrangements for deadlights in bad weather? *strong flaps*
Coal Bunker Openings. How constructed? *Cast Iron* How are lids secured? *bolted* Height above deck? *level*
Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *Three ports in bulwark*
Cargo Hatchways. How formed? *Iron Combing*
State size Main Hatch *21 feet x 12.6* Forehatch *21 feet x 12.6* Quarterhatch
If of extraordinary size, state how framed and secured?
What arrangement for shifting beams? *Two web plates in each hatchway with iron fore & afters*
Hatches, If strong and efficient? *Yes*

Order for Special Survey No. *306* Date *31st March 1854*
Order for Ordinary Survey No. *45* Date *1st April 1854*
No. *45* in builder's yard.
State dates of letters respecting this case.
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

General Remarks (State quality of workmanship, &c.) *This vessel is built in accordance with the Rules & sections appended sanctioned by the Committee in their letter dated 14th June 1853*

The ballast tanks have been tested by water pressure and are in good condition -
She is well built and equipped

State if one, two, or three decked vessel, or if span, or cawning decked, and the lengths of poop, bridge, fore-castle, or raised quarter deck. (If double bottom, state particulars on separate form)
How are the surfaces preserved from oxidation? Inside *Cement* & *Paint* Outside *Paint*
I am of opinion this Vessel should be Classed ** 100 A1*
The amount of the Entry Fee£ 2 : 0 : 0 is received by me, *J. F. L.*
Special£ 17 : 13 : 0 *18th April 1854*
(to be sent as per margin). Certificate
(Travelling Expenses, if any, £)
Committee's Minute *Liverpool March 18th 1854.*
Character assigned *100 A1. Record & Cement 5/83. Lloyd's A & C. P. 310.*
QDB 914 536 Tons. A.P.T. 310.
12th June

(The Surveyors are requested not to write on or below the space for Committee's Minute.)

Lloyd's Register Foundation