

IRON SHIP.

(Received at London Office)

SATURDAY

17 MAY 1884

1884

Survey held at

Date, First Survey

May 3/03

Last Survey

March 25

the

Tonnage under
Tonnage Deck

272.90

of Third, Spar,
Awning Deck.of Poop, or
raised Qr. Dk.of Houses
on Deck

of Forecastle

Tonnage

360.90

Crew Space

21.90

Engine Room

210.94

Tonnage

120.06

out on Beam

ONE, OR TWO DECKED, THREE DECKED VESSEL,
SPAR, OR AWNING-DECKED VESSEL.

Half Breadth (moulded) 13.0

Depth from upper part of Keel to top of Upper Deck Beams 10.9

Girth of Half Midship Frame (as per Rule) 22.0

1st Number 40.9

1st Number, if a 3-Decked Vessel .. deduct 7 feet

Length 145

2nd Number 60.39

Proportions— Breadths to Length 57.256

Depths to Length—Upper Deck to Keel 11.12

Main Deck ditto

Master

Built at

When built

By whom built

Owners

Residence

Port belonging to

Destined Voyage

If Surveyed while Building, Afloat, or in Dry Dock.

Length

deck as

Rule

Dimensions of Ship per Register, length, 150

breadth, 26.1

depth, 10.2

EL, depth and thickness

EM, moulding and thickness

ERN-POST for Rudder do. do.

" " for Propeller

Distance of Frames from moulding edge to

moulding edge, all fore and aft

AMES, Angle Iron, for 1/2 length amidships

Do. for 1/2 at each end

VERSED FRAMES, Angle Iron

DOORS, 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

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

Average space

AMS, Main, or Middle Deck

Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron

Angle, or double Angle Iron, on Upper Edge

Average space

AMS, Lower Deck

Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron

Angle or double Angle Iron on Upper Edge

Average space

AMS, Hold, or Orlop

Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron

Angle or double Angle Iron on Upper Edge

Average space

ELSONS 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

LGE Angle Irons

do. Bulb Iron

do. Intercoastal plates riveted to

plating for length

LGE STRINGER Angle Irons

Intercoastal plates riveted to plating for

length

DE STRINGER Angle Irons

FRAMES extend in one length from

REVERSED ANGLE IRONS on floors and frames extend

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

ATING. Garboard, double riveted to Keel with rivets

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets

Butts of Strakes at Bilge for length, treble riveted with Butt Straps

Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets

Edges of Main Sheerstrake, double or single riveted.

Butts of Main 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

Breadth of laps of plating in single riveting

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

at 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.

Owner's Signature,

Surveyor's Signature,

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

ROBERT EDMUND TAYLOR & SON Commercial and General Steam Printers, 19, Old Street, Goswell Road, E.C., London.

State clearly where plating is of alternate thickness—as distinguished from diminished thickness at ends of vessel.

* If Iron Deck, state if whole or part, and if wood deck is laid thereon.

LIN 587-0052

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? *Single 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? *No*
Masts, Bowsprit, Yards, &c., are *in* condition, and sufficient in size and length. If of Iron or Steel give Scantlings, 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 Material 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 & Suprtd.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate	W'ght req'd per Rule.	Machine where Tested & Suprtd.
SAILS.												
N ^o .	CABLES, &c.											
	Chain	90	1 1/16	30.0-0	90 x 1 1/16		Bower Anchors					
	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)						(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)					
	Fore Sails,											
	Fore Top Sails,											
	Fore Topmast Stay Sails,											
	Main Sails,											
	Main Top Sails, and											
	Iron Stream Chain											
	or Steel Wire ..											
	or Hempen Strm Cable ..											
	Towline, Hemp.											
	or Steel Wire ..											
	Hawser ..	10	7-8 pieces		10 x 7-8 pieces		Stream Anchor					
	Warp ..	40	4 1/2		40 x 4 1/2		Kedge					
	quality						2nd Kedge					

Standing and Running Rigging sufficient in size and in quality. She has *one* Long Boat and *four* order
The Windlass is *Iron Patent* Capstan and Rudder *four* Pumps *four* in each compartment
Engine Room Skylights.—How constructed? *Mahogany* How secured in ordinary weather? *Highly fitted inside of masts*
What arrangements for deadlights in bad weather? *—*
Coal Bunker Openings.—How constructed? *Iron* How are lids secured? *Bolts* Height above deck? *Zero*
Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Four scuppers on each side also openings in bulwarks in way of bollards*
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. *74* Date *22nd March 1884*
Order for Ordinary Survey No. *—* Date *—*
No. *99* 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
During the whole time of building & fitting out under Special Survey
1883 March 22nd April 18th July 2nd
Sept 20th Oct 15th Nov 1st 20th
Dec 4th 1884 Jan 1st Feb 1st Mar 1st
State dates of letters respecting this case

General Remarks (State quality of workmanship, &c.)
This vessel is well built and is in accordance with the Section approved by the Committee in letter dated March 15/83.
There are four pairs of web frames fitted in the Engine & Boiler space - the plates of which are 14 x 7/16 with facing angle iron 2 1/2 x 2 1/2 x 5/16.

State if one, two, or three decked vessel, or if spar, or awning decked; and the lengths of poop, bridge, forecastle, or raised quarter deck. (If double bottom, state particulars on separate form)
How are the surfaces preserved from oxidation? Inside *Portland Cement in bottom & pans* Outside *Red lead & other paint*
I am of opinion this Vessel should be Classed ** 100 A.* for *any* purposes
The amount of the Entry Fee *£ 2 : 0 : 0* is received by me, *J. F. R.*
Special *£ 16 : 19 : 0* 18 *84*
(to be sent as per margin). Certificate ...
(Travelling Expenses, if any, £ ...).
Committee's Minute *Liverpool May 16th - 1884.*
Character assigned *100 A. for any purposes - Wallasey and Liverpool - Record II. Cem - 1883.*
Surveyor to Lloyd's Register of British and Foreign Shipping
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