

IRON SHIP.

No. *28573* Survey held at *Liverpool* Date, First Survey *2nd July/83* Last Survey *3rd July* 18*84*

On the *Iron S. "Celtic Monarch"*

TONNAGE under Tonnage Deck *1971.92* **ONE, OR TWO DECKED, THREE DECKED VESSEL,**
SPAR, OR AWNING-DECKED VESSEL.
 Ditto of Third Spar, or Awning Deck. *110.23* **Half Breadth** (moulded) *21.1* Feet.
 Ditto of Poop, or Raised Or. Dh. *36.68* **Depth** from upper part of Keel to top of Upper Deck Beams *27.1*
 Ditto of Houses on Deck *2118.83* **Girth** of Half Midship Frame (as per Rule) *43.3*
 Ditto of Forecastle *45.70* **1st Number** *91.5*
Gross Tonnage *2118.83* **1st Number, if a 3-Decked Vessel** deduct 7 feet
Less Crew Space *2073.13* **Length** *262.1*
Less Engine Room *2073.13* **2nd Number** *23982*
Register Tonnage *2073.13* **Proportions— Breadths to Length** *6.2*
 as cut on Beam *2073.13* **Depths to Length—Upper Deck to Keel** *9.6*
Less Engine Room *2073.13* **Main Deck ditto** *9.6*

Master *Lewis*
Built at *Liverpool*
When built *1884* **Launched** *10th May*
By whom built *Messrs L. Royden & Sons*
Owners *Messrs Parry, Bond & Co*
Residence *Liverpool*
Port belonging to *Liverpool*
Destined Voyage *San Francisco*
Surveyed while Building, Afloat, or in Dry Dock,

LENGTH on deck as per Rule *262* Feet. *1* Inches. **BREADTH—** Moulded... *42* Feet. *2* Inches. **DEPTH** top of Floors to Upper Deck Beams *24* Feet. *5* Inches. **Power of Engines** *1* Horse. **Nº. of Decks with flat laid** *Two* **Nº. of Tiers of Beams** *Two*

Dimensions of Ship per Register, length, *277.25* breadth, *42.45* depth, *24.15* DEPTH Moulded *26.4*

| | Inches in Ship. | Inches per Rule. | Inches in Ship. | Inches per Rule. | Inches in Ship. | Inches per Rule. | Inches in Ship. | Inches per Rule. | Inches in Ship. | Inches per Rule. | Inches in Ship. | Inches per Rule. | Inches in Ship. | Inches per Rule. |
|---|-----------------|------------------|-----------------|------------------|-----------------|------------------|-----------------|------------------|-----------------|------------------|-----------------|------------------|-----------------|------------------|
| KEEL , depth and thickness | 10 | 2 3/4 | 10 | 2 3/4 | 10 | 2 3/4 | 10 | 2 3/4 | 10 | 2 3/4 | 10 | 2 3/4 | 10 | 2 3/4 |
| STEM , moulding and thickness | 10 | 2 3/4 | 10 | 2 3/4 | 10 | 2 3/4 | 10 | 2 3/4 | 10 | 2 3/4 | 10 | 2 3/4 | 10 | 2 3/4 |
| STERN-POST for Rudder do. do. | 10 | 2 3/4 | 10 | 2 3/4 | 10 | 2 3/4 | 10 | 2 3/4 | 10 | 2 3/4 | 10 | 2 3/4 | 10 | 2 3/4 |
| " " for Propeller | 10 | 2 3/4 | 10 | 2 3/4 | 10 | 2 3/4 | 10 | 2 3/4 | 10 | 2 3/4 | 10 | 2 3/4 | 10 | 2 3/4 |
| Distance of Frames from moulding edge to moulding edge, all fore and aft | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 |
| FRAMES , Angle Iron, for 1/2 length amidships | 5 1/2 | 3 1/2 | 8 | 5 1/2 | 3 1/2 | 8 | 5 1/2 | 3 1/2 | 8 | 5 1/2 | 3 1/2 | 8 | 5 1/2 | 3 1/2 |
| Do. for 1/2 at each end | 5 1/2 | 3 1/2 | 7 | 5 1/2 | 3 1/2 | 7 | 5 1/2 | 3 1/2 | 7 | 5 1/2 | 3 1/2 | 7 | 5 1/2 | 3 1/2 |
| REVERSED FRAMES , Angle Iron | 13 1/2 | 6 1/2 | 8 | 13 1/2 | 6 1/2 | 8 | 13 1/2 | 6 1/2 | 8 | 13 1/2 | 6 1/2 | 8 | 13 1/2 | 6 1/2 |
| FLOORS , depth and thickness of Floor Plate at mid line for half length amidships | 32 | 9 | 26 | 32 | 9 | 26 | 32 | 9 | 26 | 32 | 9 | 26 | 32 | 9 |
| " thickness at the ends of vessel | 16 | 8 | 13 | 16 | 8 | 13 | 16 | 8 | 13 | 16 | 8 | 13 | 16 | 8 |
| " depth at 3/4 the half-bdth. as per Rule | 64 | 52 | 52 | 64 | 52 | 52 | 64 | 52 | 52 | 64 | 52 | 52 | 64 | 52 |
| " height extended at the Bilges | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| BEAMS , Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper edge | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Average space | 48 | 48 | 48 | 48 | 48 | 48 | 48 | 48 | 48 | 48 | 48 | 48 | 48 | 48 |
| BEAMS , Main, or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper Edge | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Average space | 48 | 48 | 48 | 48 | 48 | 48 | 48 | 48 | 48 | 48 | 48 | 48 | 48 | 48 |
| BEAMS , Hold, or Orlop Single or d'ble Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper Edge | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Average space | 48 | 48 | 48 | 48 | 48 | 48 | 48 | 48 | 48 | 48 | 48 | 48 | 48 | 48 |
| KEELSONS Centre line, single or double plate, box, or intercostal, Plates | 19 | 13 | 19 | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 13 |
| " Rider Plate | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 13 |
| " Bulb Plate to Intercostal Keelson | 6 | 4 | 9 | 6 | 4 | 9 | 6 | 4 | 9 | 6 | 4 | 9 | 6 | 4 |
| " Angle Irons | 6 | 4 | 9 | 6 | 4 | 9 | 6 | 4 | 9 | 6 | 4 | 9 | 6 | 4 |
| " Double Angle Iron Side Keelson | 6 | 4 | 9 | 6 | 4 | 9 | 6 | 4 | 9 | 6 | 4 | 9 | 6 | 4 |
| " Side Intercostal Plate | 6 | 4 | 9 | 6 | 4 | 9 | 6 | 4 | 9 | 6 | 4 | 9 | 6 | 4 |
| " do. Angle Irons | 3 1/2 | 3 1/2 | 8 | 3 1/2 | 3 1/2 | 8 | 3 1/2 | 3 1/2 | 8 | 3 1/2 | 3 1/2 | 8 | 3 1/2 | 3 1/2 |
| " Attached to outside plating with angle iron | 3 1/2 | 3 1/2 | 8 | 3 1/2 | 3 1/2 | 8 | 3 1/2 | 3 1/2 | 8 | 3 1/2 | 3 1/2 | 8 | 3 1/2 | 3 1/2 |
| BILGE Angle Irons | 6 | 4 | 9 | 6 | 4 | 9 | 6 | 4 | 9 | 6 | 4 | 9 | 6 | 4 |
| " do. Bulb Iron | 6 | 4 | 9 | 6 | 4 | 9 | 6 | 4 | 9 | 6 | 4 | 9 | 6 | 4 |
| " do. Intercostal plates riveted to plating for length | 6 | 4 | 9 | 6 | 4 | 9 | 6 | 4 | 9 | 6 | 4 | 9 | 6 | 4 |
| BILGE STRINGER Angle Irons | 6 | 4 | 9 | 6 | 4 | 9 | 6 | 4 | 9 | 6 | 4 | 9 | 6 | 4 |
| " Bulb Intercostal plates riveted to plating for 1/2 length | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| " 1/2 length | 6 | 4 | 9 | 6 | 4 | 9 | 6 | 4 | 9 | 6 | 4 | 9 | 6 | 4 |
| SIDE STRINGER Angle Irons | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| " Bulb Intercostal plates riveted to plating for 1/2 length | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| " 1/2 length | 6 | 4 | 9 | 6 | 4 | 9 | 6 | 4 | 9 | 6 | 4 | 9 | 6 | 4 |
| FRAMES extend in one length from <i>Keel</i> to <i>Gumwale</i> | | | | | | | | | | | | | | |
| REVERSED ANGLE IRONS on floors and frames extend from middle line to <i>Gumwale</i> and to <i>alternately</i> | | | | | | | | | | | | | | |
| KEELSONS . Are the various lengths of Plates and Angle Irons properly connected? <i>Yes</i> And butts properly shifted? <i>Yes</i> | | | | | | | | | | | | | | |
| PLATING . Garboard, double riveted to Keel, with rivets <i>1 1/8</i> in. diameter, averaging <i>5 1/4</i> ins. from centre to centre. | | | | | | | | | | | | | | |
| " Edges of Garboards and to upper part of Bilge, worked clench, double riveted; with rivets <i>7/8</i> in. diameter, averaging <i>3 1/2</i> ins. from centre to centre. | | | | | | | | | | | | | | |
| " Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets <i>7/8</i> in. diameter averaging <i>3 1/2</i> ins. from centre to centre. | | | | | | | | | | | | | | |
| " Butts of <i>4</i> Strakes at Bilge for <i>1/2</i> length, treble riveted with Butt Straps <i>1/16</i> thicker than the plates they connect. | | | | | | | | | | | | | | |
| " Edges from Bilge to Main Sheerstrake, worked clench, double or single riveted; with rivets <i>7/8</i> in. diameter, averaging <i>3 1/2</i> ins. from cr. to cr. | | | | | | | | | | | | | | |
| " Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets <i>7/8</i> in. diameter, averaging <i>3 1/2</i> ins. from cr. to cr. | | | | | | | | | | | | | | |
| " Edges of Main Sheerstrake, double or single riveted. <i>Upper Sheerstrake, double or single riveted.</i> | | | | | | | | | | | | | | |
| " Butts of Main Sheerstrake, treble riveted for <i>1/2</i> length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships. | | | | | | | | | | | | | | |
| " Butts of Main Stringer Plate, treble riveted for <i>1/2</i> length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length. | | | | | | | | | | | | | | |
| " Breadth of laps of plating in double riveting <i>6 Diam</i> Breadth of laps of plating in single riveting <i>✓</i> | | | | | | | | | | | | | | |
| Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? <i>✓</i> No. of Breasthooks, <i>5</i> Crutches, <i>5</i> | | | | | | | | | | | | | | |
| What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? <i>Polchow, Vaughan & Co</i> | | | | | | | | | | | | | | |
| Manufacturer's name or trade mark, <i>for plates & angles</i> | | | | | | | | | | | | | | |
| The above is a correct description. | | | | | | | | | | | | | | |
| Builder's Signature, <i>J. Royden & Sons</i> Surveyor's Signature, <i>H. Moverly</i> | | | | | | | | | | | | | | |
| 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.

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*

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 *Foremast 74 ft long. Mainmast 76 ft long by 31" Dia. Plates from 7/16 to 5/16 thick, doubled with 8/16 plates at the neck joint. Longitudinal bars are fitted through each mast 4 1/2 x 3. 7/16. - Main Mast 67 ft by 25" Dia. - plates 5/16 thick, doubled at neck joint with plates 7/16 thick, and three longitudinal bars each 3 1/2 x 3. 6/16, double riveted edges. Bowsprit 34 ft.*

| NUMBER for EQUIPMENT-26380 | | 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. | | CABLES, &c. | | | | | | | | | | | |
| N ^o . | | Chain | 270 | 2 1/16 | 76 1/2 | 28 1/2 29 1/2 | Bower Anchors | 8079 | 40.1.20 | 36.1.2.0 | 40 | 1 st har/sh | |
| | Fore Sails, | (State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.) | | | | | | 8080 | 40.0.0 | 35.15.0.0 | 40 | - D ^o - | |
| | Fore Top Sails, | Iron Stream Chain | 100 | 1 1/8 | 107 1/10 | 100.14/16 29 Feb/84 | | 8078 | 34.0.14 | 31.14.2.0 | 34 | - D ^o - | |
| | Fore Topmast Stay Sails, | or Steel Wire .. or Hempen Strm Cable | 75 | 4 1/2 | Sted on 4 1/2 | | | Tested at Chester by A. Jack | | | | | |
| | Main Sails, | Towline, Hemp. | 90 | 11 | Manilla | | Stream Anchor | 8081 | 12.1.4 | 14.2.3.1 | 12 | 3 rd har/sh | |
| | Main Top Sails, | or Steel Wire .. | 90 | 7 1/2 | | | Kedge | 8082 | 6.0.12 | 8.7.2.0 | 6 | - D ^o - | |
| | and | Hawser | 90 | 5 1/2 | | | 2nd Kedge | 8083 | 3.0.28 | 5.15.2.0 | 3 | - D ^o - | |
| | | Warp | | | | | | | | | | | |
| | | quality <i>Good</i> | | | | | | | | | | | |

Standing and Running Rigging *Hemp & Hemp* sufficient in size and *good* in quality. She has *Two* Life Boats and *Two* others

The Windlass is *Good* Capstan *Good* and Rudder *Good* Pumps *Good*

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? *Ports & Scuppers cut in the Bulwarks*

Cargo Hatchways.—How formed? *Of Iron*

State size Main Hatch *15.6 x 10.0* Forehatch *7.6 x 8.0* Quarterhatch *7.6 x 8.0 & 11.6 x 10.0*

If of extraordinary size, state how framed and secured? *✓*

What arrangement for shifting beams? *Deep web plate in large hatch*

Hatches, If strong and efficient? *Yes*

| | | | |
|---|---|---|--|
| Order for Special Survey No. <i>200</i> | 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 | <i>July 2</i> |
| Date <i>20th Nov</i> | | 2nd. On the plating during the process of riveting | <i>March 14. 10. 13. 17 18 25 29</i> |
| Order for Ordinary Survey No. | | 3rd. When the beams were in and fastened, and before the decks were laid.... | <i>April 2. 15. 19 29 May 3 9 12 22 27</i> |
| Date | | 4th. When the ship was complete, and before the plating was finally coated or cemented.. | <i>June 2. 5. 10 14 July 3</i> |
| No. <i>229</i> in builder's yard. | | 5th. After the ship was launched and equipped | |

State dates of letters respecting this case

General Remarks (State quality of workmanship, &c.) *This vessel has been built in accordance with the enclosed approved tracing of Midship Section the Committee's letter of the 30th June/83, and in conformity with the rules for the class contemplated. She has a Poop 50 ft in length, and a Fore-gall Fore-castle 34 ft long which is open at the After end. The Workmanship throughout is well executed.*

State if one, two, or three decked vessel, or if spar, or awning 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 and Paint* Outside *Paint*

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

The amount of the Entry Fee *£ 50.0.0* is received by me, *J.F.D.*

Special *£ 76.16.6* 4/7/18 *J. Moverly.*

(to be sent as per margin). Certificate ...

(Travelling Expenses, if any, £ ...)

Committee's Minute *Liverpool July 21-1884*

Character assigned *100 A. 1. Record & Lloyd's A. 2 c.p. Cam 5/84.*