

Steel IRON SHIP

(Received at London Office,

20070  
MAY 23, DEC 1884

Survey held at Preston

Date, First Survey March 25

Last Survey Nov. 28 1884

Double Twin SS "Croczs"

Under Deck 300.20  
Poop, or Or. Dk. 96.28  
Forecastle 396.48  
Space 21.97  
374.51  
Room 254.54  
Tonnage 119.97  
Beam

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

Half Breadth (moulded) 17.5  
Depth from upper part of Keel to top of Upper Deck Beams 11.5  
Girth of Half Midship Frame (as per Rule) 24.5  
1st Number 53.5  
1st Number, if a 3-Decked Vessel deduct 7 feet  
Length 130  
2nd Number 6955  
Proportions— Breadths to Length 33/4  
Depths to Length— Upper Deck to Keel 11 1/2  
Main Deck ditto

Master Thos Potter  
Built at Preston  
When built 1884 Launched Aug 23  
By whom built W. Allsopp & Co  
Owners Wallasey Local Board  
Residence Egremont, Cheshire  
Port belonging to Liverpool  
Destined Voyage for purposes in River Mersey  
If Surveyed while Building, Afloat, or in Dry Dock.  
While building and afloat

Feet. Inches. BREADTH— Moulded 35  
Feet. Inches. DEPTH top of Floors to Upper Deck Beams 10 2  
Do. do. Main Deck Beams  
Power of Engines 99  
Horse. 99  
Nº. of Decks with flat laid one  
Nº. of Tiers of Beams one

ns of Ship per Register, length, 130.9 breadth, 35.15 depth, 10.6

Depth and thickness 7 x 15/16  
Moulding and thickness 6 1/2 x 3  
POST for Rudder do. do. 6 1/2 x 3  
for Propeller 21  
of Frames from moulding edge to  
ing edge, all fore and aft 21

Angle Iron, for 3/4 length amidships 3/2 3 6 3/2 3 5  
1/2 at each end 3/2 3 4 3/2 3 4  
ED FRAMES, Angle Iron 3 2 1/2 4 3 2 1/2 4  
depth and thickness of Floor Plate 15 9/32 15 9/32  
line for half length amidships E+13 11/32 E+13 11/32  
thickness at the ends of vessel 10 10  
oth at 3/4 the half-bdth. as per Rule 30 30  
ight extended at the Bilges 30 30

Upper, Spar, or Awning Deck 7 6 7 6  
ble Ang. Iron, Plate or Tee Bulb Iron  
double Angle Iron on Upper edge 42 42  
space 42 42  
Main, or Middle Deck  
ble Ang. Iron, Plate or Tee Bulb Iron  
double Angle Iron, on Upper Edge  
space

Lower Deck  
ble Ang. Iron, Plate or Tee Bulb Iron  
double Angle Iron on Upper Edge  
space  
Hold, or Orlop  
ble Ang. Iron, Plate or Tee Bulb Iron  
double Angle Iron on Upper Edge  
space

NS Centre line, single or double plate, box, or Intercoastal, Plates  
der Plate  
lb Plate to Intercoastal Keelson 7 11/32 7 11/32  
ngle Irons 3 3 5 3 3 5  
ouble Angle Iron Side Keelson  
le Intercoastal Plate  
do. Angle Irons  
ached to outside plating with angle iron  
ngle Irons 3 3 5 3 3 5  
o. Bulb Iron  
o. Intercoastal plates riveted to plating for length

TRINGER Angle Irons 3 3 5 3 3 5  
ercoastal plates riveted to plating for length  
RINGER Angle Irons  
IES extend in one length from Keel to Gunwale  
ERSED ANGLE IRONS on floors and frames extend from middle line to Side Stringer and to Gunwale alternately  
NS. Are the various lengths of Plates and Angle Irons properly connected? Yes And butts properly shifted? Yes

Garboard, double riveted to Keel, with rivets 15/16 in. diameter, averaging 4 1/4 ins. from centre to centre.  
ges of Garboards, and to upper part of Bilge, worked clencher, double riveted; with rivets 3/4 in. diameter, averaging 2 1/2 ins. from centre to centre.  
tts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 in. diameter averaging 2 1/2 ins. from centre to centre.  
tts of Strakes at Bilge for length, treble riveted with Butt Straps thicker than the plates they connect.  
ges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 13/16 in. diameter, averaging 2 1/2 ins. from cr. to cr.  
tts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 13/16 in. diameter, averaging 2 1/2 ins. from cr. to cr.  
ges of Main Sheerstrake, double or single riveted.

tts of Main Sheerstrake, treble riveted for length amidships. Butts of Upper or Spar Sheerstrake, treble riveted. length amidships.  
tts of Main Stringer Plate, treble riveted for length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length.  
adth of laps of plating in double riveting 4 1/2 Breadth of laps of plating in single riveting 2 1/2  
s of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Double No. of Breasthooks, Crutches,  
ription of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Laminated Steel

er's name or trade mark, Laminated Steel  
ve is a correct description.  
Signature, W. Allsopp & Co Surveyor's Signature, W. Allsopp & Co  
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.  
Reduced at ends as per Section approved.

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

LINS87-0200



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? *None*

Masts, Bowsprit, Yards, &c., are \_\_\_\_\_ in \_\_\_\_\_ condition, and sufficient in size and length. If of Iron or Steel give Scan  
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  
and if stamped with Maker's name.  
State also Length and Diameter of Lower Masts and Bowsprit \_\_\_\_\_

NUMBER for EQUIPMENT

N <sup>o</sup> .	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Supratd.	ANCHORS.	N <sup>o</sup> .	Weight. Ex. Stock.	Test per Certificate	W'ght req'd per Rule.	Machine Tested
		Chain .....	90	1 1/2	34.2.2 22.15.0			Bower Anchors					
	Fore Sails,	(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 Top Sails,	Iron Stream Chain											
	Fore Topmast Stay Sails,	or Steel Wire ..											
	Main Sails,	or Hempen Strm Cable .....	90	5 1/2									
	Main Top Sails,	Towline, Hemp.											
	and	or Steel Wire ..											
		Hawser .....											
		Warp .....											
		quality <i>best</i>											

Standing and Running Rigging \_\_\_\_\_ sufficient in size and \_\_\_\_\_ in quality. She has *one* Long Boat and *in* *ford* *cond*  
The Windlass is *Iron - Immersion Patent* Capstan \_\_\_\_\_ and Rudder *Iron* Pumps *4* *Flues* *in* *each* *Comp*  
Engine Room Skylights. How constructed? *Mahogany* How secured in ordinary weather? *Bolts* *Fitted* *in* *the*  
What arrangements for deadlights in bad weather? \_\_\_\_\_  
Coal Bunker Openings. How constructed? *Iron* How are lids secured? *Bolts* Height above deck? *Level*  
Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *Three scuppers, and large opening*  
*in bulwarks in way of bollards on each side.*  
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. *188* Date *June 1884*  
Order for Ordinary Survey No. \_\_\_\_\_ Date \_\_\_\_\_  
No. *103* 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 and fitting out under Special Survey  
*Nov. 25* *Apr. 26* *May 27* *June 13* *July 14*  
*Aug. 15* *Sep. 6* *Oct. 4* *Nov. 14* *20*

General Remarks (State quality of workmanship, &c.) *This vessel is well built and is in accordance with the Section approved by the Committee in dated Jan 9 - 17/04.*

State if one, two, or three decked vessel, or if spar, or awning decked; and the lengths of poop, bridge, forecabin, or raised quarter deck. (If double bottom, state particulars on separate sheet)  
How are the surfaces preserved from oxidation? Inside *Portland Cement* *in* *bottom* *Paint* *above* Outside *Red lead* *other*  
I am of opinion this Vessel should be Classed *A* For *Ferry* purposes.  
The amount of the Entry Fee .....£ *20.0.0* is received by me, \_\_\_\_\_  
Special .....£ *18.15.0* *1884*  
(to be sent as per margin). Certificate ...  
(Travelling Expenses, if any, £ .....).  
Committee's Minute *Liverpool Dec 27-1884.*  
Character assigned *A for ferry purposes. Record Cen 5/84 and*

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

