

## IRON SHIP.

WEDNES. 14 SEPT 1887

No. 32503

Survey held at

Liverpool

Date, First Survey

3<sup>rd</sup> Jan<sup>y</sup> 1887

Last Survey

19<sup>th</sup> Aug<sup>y</sup> 1887

1887

On the Iron Ship "Metropolis" (4 mts)

TONNAGE under Tonnage Deck 1702.33

Ditto of Third, Spar, or Awaiting Deck 69.46

Ditto of Poop, or Raised Or. Dk. 15.95

Ditto of Houses on Deck 22.94

Gross Tonnage 1810.68

Less Crew Space 51.66

Less Engine Room

Register Tonnage as out on Beam 1759.02

ONE, OR TWO DECKED, THREE DECKED VESSEL, STAR, OR AWARD DECKED VESSEL.

Half Breadth (moulded) 19.87

Depth from upper part of Keel to top of Upper Deck Beams 25.41

Girth of Half Midship Frame (as per Rule) 40.16

1st Number 85.44

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

Length 253.5

2nd Number 21.659

Proportions— Breadths to Length 6.37

Depths to Length—Upper Deck to Keel 9.97

Main Deck ditto

Master Williams

Built at Liverpool

When built 1887 Launched 6<sup>th</sup> July.

By whom built R &amp; J. Evans

Owners W. Thomas &amp; Co.

Residence Liverpool

Port belonging to Liverpool

Destined Voyage Rangoon

Surveyed while Building, Afloat, or in Dry Dock.

LENGTH	Feet.	Inches.	BREADTH	Feet.	Inches.	DEPTH	Feet.	Inches.	Power of Engines	Horse.	Nº. of Decks with flat laid	Nº. of Tiers of Beams
on deck as per Rule	253	6	Moulded	39	9	top of Floors to Upper Deck Beams	23	1			Two	Two
Dimensions of Ship per Register, length, breadth, depth, depth moulded	265.7		40.0			22.9					24.7	
KEEL, depth and thickness												
STEM, moulding and thickness												
STERN-POST for Rudder do. do.												
" " for Propeller												
Distance of Frames from moulding edge to moulding edge, all fore and aft												
FRAMES, Angle Iron, for $\frac{1}{2}$ length amidships												
Do. for $\frac{1}{2}$ at each end												
REVERSED FRAMES, Angle Iron												
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships												
" thickness at the ends of vessel												
" depth at $\frac{1}{2}$ the half-bdth. as per Rule												
" height extended at the Bilges												
BEAMS, Upper, Spar, or Awaiting Deck												
Single or double Angle Iron, Plate or Tee Bulb Iron												
Single or double Angle Iron on Upper edge												
Average space												
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												
BEAMS, Lower Deck												
Single or double Angle Iron, Plate or Tee Bulb Iron												
Single or double Angle Iron on Upper Edge												
Average space												
BEAMS, Hold, or Orlop												
Single or double Angle Iron, Plate or Tee Bulb Iron												
Single or double Angle Iron on Upper Edge												
Average space												
KEELSONS Centre line, single or double plate, box, or intercostal, Plates												
" Rider Plate												
" Bulb Plate to Intercostal Keelson												
" Angle Irons												
" Double Angle Iron Side Keelson												
" Side Intercostal Plate												
" do. Angle Irons												
" Attached to outside plating with angle iron												
EDGE Angle Irons												
" do. Bulb Iron												
" do. Intercostal plates riveted to plating for length												
BILGE STRINGER Angle Irons												
Intercostal plates riveted to plating for as fore and aft length												
SIDE STRINGER Angle Irons												
FRAMES extend in one length from												
REVERSED ANGLE IRONS on floors and frames extend from middle line to upper deck and to top galley fore-castle												
KEELSONS. Are the various lengths of Plates and Angle Irons properly connected?												
PLATING. Garboard, double riveted to Keel, with rivets $\frac{1}{8}$ in. diameter, averaging $\frac{5}{2}$ ins. from centre to centre.												
Edges of Garboards and to upper part of Bilge, worked clench, double riveted; with rivets $\frac{7}{8}$ in. diameter, averaging $\frac{3}{2}$ ins. from centre to centre.												
Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets $\frac{7}{8}$ in. diameter averaging $\frac{3}{2}$ ins. from centre to centre.												
Butts of all (except Spar) Strakes at Bilge for half length, treble riveted with Butt Straps $\frac{1}{16}$ thicker than the plates they connect.												
Edges from Bilge to Main Sheerstrake, worked clench, double or single riveted; with rivets $\frac{7}{8}$ in. diameter, averaging $\frac{3}{2}$ ins. from cr. to cr.												
Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets $\frac{7}{8}$ in. diameter, averaging $\frac{3}{2}$ ins. from cr. to cr.												
Edges of Main Sheerstrake, double or single riveted.												
Butts of Main Sheerstrake, treble riveted for $\frac{1}{2}$ length amidships.												
Butts of Main Stringer Plate, treble riveted for $\frac{1}{2}$ length amidships.												
Breadth of laps of plating in double riveting $\frac{1}{2}$ diam.												
laps of Keelsons, Stringer and Tie Plates, treble or double Riveted?												
Description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.?												
Manufacturer's name or trade mark, Stockton N. S. Co.												
Is above a correct description.												
Signature, R. J. Evans & Co. Surveyor's Signature, J. M. Overly												

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

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

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

ROBERT EDWARD TAYLOR &amp; SON, Commercial and General Steam Printers, 18, Old Street, Goswell Road, London, E.C.1.

Lloyd's Register Foundation



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 *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 *She is fitted with four masts of Iron, the fore-mast 88-6 ft length, Diam = 30 inches, formed with two plates in the rigging with treble riveted overlapped butts, single riveted seams, shipped with four angles 3 1/2 x 3 x 7/16 whole length plating 3/16 at partners tapered to 7/16 2 6/16 at head. Lower Mast 86 ft long, 22 1/2 Diam. Bowsprit (Spoke) 62 ft extreme, 25" Diam. 7/16 x 6/16 plating, 4 angles.*

NUMBER & LETTER OF SAILS.		EQUIPMENT		Fathoms	Inches	Test per Certificate	Inches per Rule	Machine where Tested and Superintendent, also Number of Certificate.	ANCHORS.	N <sup>o</sup> .	Weight, Ex. Stock.	Test per Certificate	Weight req'd per Rule.	Machine where Tested and Superintendent, also Number of Certificate.
Chain		23108 (W)		270	1 15/16	67 1/2	270.1 15/16	23 <sup>rd</sup> July/87	Bower	10378	37-1.0	38.10.3.0	36 1/2	15 <sup>th</sup> June/87
Fore Sails,		Iron Stream Chain		75	1 1/16	13 1/2	75.1 1/16	2 <sup>nd</sup> July/87	Anchors	10379	37-0.0	33.15.0.0	36 1/2	- 8 -
Fore Top Sails,		or Steel Wire							(State Machine of Certificate, Date, or No. of Superintendent.)	10379	31-0.0	29.7.2.0	31	- 8 -
Fore Topmast Stay Sails,		or Hempen Strm Cable												
Main Sails,		Towline, Hemp.												
Main Top Sails, and		or Steel Wire												
Hawser		Warp		90	12		90.11		Stream	1	11.2.0	13.7.2.1	11 1/4	2 <sup>nd</sup> July/87
Kedge		quality		90	11		90.10 1/2		Anchor	1	5.2.0	7.18.1.0	5 1/2	25 <sup>th</sup> July/87
2nd Kedge		Good		90	7 1/2		90.6 1/2			1	2.2.7	5.2.2.0	2 3/4	21 <sup>st</sup> Aug

Standing and Running Rigging *Wire & Hemp* sufficient in size and *good* quality. She has *one* Life Boat and *three* others. The Windlass is *Good* (Iron) Capstan *Good* and Rudder *Good* Pumps *Good* and efficient.

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? *Six ports on each side in Bulwarks as well as four scuppers on each side.*

Cargo Hatchways.—How formed? *of Iron*

State size Main Hatch *16 ft x 11 ft*. Fore hatch *8 ft x 7 ft*. Quarter hatch *8 ft x 7 ft*.

If of extraordinary size, state how framed and secured? *Not of extraordinary size.*

What arrangement for shifting beams? *deep web plates in large hatch*

Hatches, If strong and efficient? *Yes*

Order for Special Survey No. <i>23108</i>	DATES of Surveys held while building as per Section 18.	1st. On the general parts of the frame, when in place, and before the plating was wrought	<i>Jan 3. 7. 13. 18. 22. 29. Feb. 15. 17. 18. 22. 28. Mar. 2. 11. 14. 25. 28. (31). Apr 7. 14. 19. 26. 28. May 7. 10. 16. 20. 26. June 1. 4. 7. 10. 14. 15. 16. 22. 27. 29. July 2. 9. 28. 29. 30. Aug. 5. 6. 12. 13. 16. 19.</i>
Date <i>25 Feb/87</i>		2nd. On the plating during the process of riveting	
Order for Ordinary Survey No. <i>123</i>		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...	
No. <i>123</i> in builder's yard.		5th. After the ship was launched and equipped	

State dates of letters respecting this case *19<sup>th</sup> Oct, 30<sup>th</sup> Nov and 19<sup>th</sup> Dec '86.*

General Remarks (State quality of workmanship, &c.) *This vessel has been built in accordance with the enclosed approved tracing of midship section and in conformity with the rules for the Class contemplated. She is fitted with quarter stanchions for half the length midship. The poop is 32 feet long, and the turgall forecabin is 32 ft long. Material & workmanship good.*

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 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 .....£ 1 : 0 : 0 is received by me, *E. M. T. Moverly.*

Special .....£ 68 : 14 : 6 *5/11/87* *11.11.87*

(to be sent as per margin). Certificate *Plated.* Surveyor to Lloyd's Register of British and Foreign Ship.

Committee's Minute *LIVERPOOL.* *Sep 5/13<sup>th</sup> 1887.*

Character assigned *100 A.1. Record + Class.*

*Lloyd's A & C p.*

*what per insured.*

*14.11.*

*19/9/87*

*14.11.*

*14.11.*

*14.11.*

*14.11.*