

# IRON SHIP.

(Received at London Office, \_\_\_\_\_)

45852

No. \_\_\_\_\_ Survey held at \_\_\_\_\_ Date, First Survey \_\_\_\_\_ Last Survey 18 \_\_\_\_\_

On the Steel Screw Steamer "Barona" classed A1\* in the Underwriters' Registry.

<b>TONNAGE</b> under Tonnage Deck } <u>2803.46</u>	<b>ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING-DECKED VESSEL.</b>	Master _____
Ditto of Third, Spar, or Awning Deck } <u>1186.56</u>	<b>Half Breadth</b> (moulded) .. .. . <u>22.30</u>	Built at <u>Dumbarton</u>
Ditto of Poop, or Raised Or. Dk. } <u>163.93</u>	<b>Depth</b> from upper part of Keel to top of Upper Deck Beams <u>32.13</u>	When built <u>1883</u> Launched <u>31<sup>st</sup> Dec 1883</u>
Ditto of Houses on Deck } <u>21.16</u>	<b>Girth</b> of Half Midship Frame (as per Rule) .. . <u>49.16</u>	By whom built <u>Messrs J. &amp; S. Denny &amp; Sons</u>
Ditto of Forecastle } <u>47.80</u>	<b>1st Number</b> .. .. . <u>10409</u>	Owners <u>Messrs Gray, Dawes &amp; Co</u>
Other enclosed Spaces <u>484.38</u>	<b>1st Number, if a 3-Decked Vessel</b> .. deduct 7 feet <u>7.00</u>	Residence <u>London</u>
Gross Tonnage <u>4707.29</u>	<b>Length</b> .. .. . <u>408.13</u>	Port belonging to <u>Glasgow</u>
Less Crew Space <u>161.03</u>	<b>2nd Number</b> .. .. . <u>39625</u>	Destined Voyage _____
Less Engine Room <u>166.36</u>	<b>Proportions— Breadths to Length</b> .. .. . <u>9.06</u>	If Surveyed while Building, Afloat, or in Dry Dock. <u>While Building</u>
Register Tonnage as cut on Beam } <u>3039.93</u>	<b>Depths to Length—Upper Deck to Keel</b> .. .. . <u>12.70</u>	
	<b>Main Deck ditto</b> .. .. . <u>16.91</u>	

Official Number 8990

<b>LENGTH</b> on deck as per Rule .. <u>408</u> <u>13</u>	<b>BREADTH</b> — Moulded... .. <u>45</u> <u>0</u>	<b>DEPTH</b> top of Floors to Upper Deck Beams .. .. . <u>29</u> <u>8 1/2</u>	<b>Power of Engines</b> .. .. <u>650</u>	<b>Nº. of Decks with flat laid</b> <u>3</u>	<b>Nº. of Tiers of Beams</b> <u>20</u>
Dimensions of Ship per Register, length, <u>410.0</u> breadth, <u>45.2</u> depth, <u>29.7</u>					

	Inches in Ship	Inches per Rule	Inches in Ship	Inches per Rule	Inches in Ship	Inches per Rule	Inches in Ship	Inches per Rule
<b>KEEL</b> , depth and thickness .. .. .	11 x 3 1/2							
<b>STEM</b> , moulding and thickness .. .. .	11 x 3 1/2							
<b>STERN-POST</b> for Rudder do. do. .. .. .	11 1/2 x 5							
" " for Propeller .. .. .	11 1/2 x 6 1/2							
Distance of Frames from moulding edge to moulding edge, all fore and aft .. .. .	24"	24"	24"	24"				
<b>FRAMES</b> , Angle Iron, for 2/3 length amidships .. .. .	6	3 1/2	8 1/2	5 1/2	3 1/2	9		
Do. for 1/3 at each end .. .. .	Same	Same	Same	Same	Same	Same		
<b>REVERSED FRAMES</b> , Angle Iron .. .. .	3 1/2	3 1/2	8 1/2	4	3 1/2	8		
<b>FLOORS</b> , depth and thickness of Floor Plate at mid line for half length amidships .. .. .	2 9/16	2 9/16	10	2 8/16	10	8		
" thickness at the ends of vessel .. .. .	1 1/2	1 1/2	8 1/2	1 1/2	1 1/2	8		
" depth at 3/4 the half-bdth. as per Rule .. .. .	1 1/2	1 1/2	8 1/2	1 1/2	1 1/2	8		
" height extended at the Bilges .. .. .	6 3/4	6 3/4	8 1/2	5 1/2	6 3/4	8 1/2		
<b>BEAMS, Upper, Spar, or Awning Deck</b> Single or double Ang. Iron, Plate or Tee Bulb Iron .. .. .	8	8 1/2	8 1/2	9	8 1/2	9		
Single or double Angles Iron on Upper edge .. .. .	2 <sup>nd</sup> frames							
Average space .. .. .	7 1/2	7 1/2	8 1/2	10	10	10		
<b>BEAMS, Main, or Middle Deck</b> Single or double Ang. Iron, Plate or Tee Bulb Iron .. .. .	10	10	10	10	10	10		
Single or double Angles Iron on Upper Edge .. .. .	2 <sup>nd</sup> frames							
Average space .. .. .	10	10	10	10	10	10		
<b>BEAMS, Lower Deck</b> Single or double Ang. Iron, Plate or Tee Bulb Iron .. .. .	10	10	10	10	10	10		
Single or double Angles Iron on Upper Edge .. .. .	2 <sup>nd</sup> frames							
Average space .. .. .	10	10	10	10	10	10		
<b>BEAMS, Hold, or Orlop</b> Single or double Ang. Iron, Plate or Tee Bulb Iron .. .. .	10	10	10	10	10	10		
Single or double Angle Iron on Upper Edge .. .. .	2 1/2	2 1/2	10 1/2	3 3/4	1 1/2	11		
Average space .. .. .	16	16 1/2	10 1/2	14	14	14		
<b>KEELSONS</b> Centre line, single or double plate, box, or intercostal, Plates .. .. .	16	16 1/2	10 1/2	14	14	14		
Rider Plate .. .. .	18	18	10	18	18	18		
Bulb Plate to Intercostal Keelson .. .. .	6	4	11 1/2	6 1/2	4 1/2	10		
Angles Iron .. .. .	6	4	11 1/2	6 1/2	4 1/2	10		
Double Angles Iron Side Keelson .. .. .	21	10	10	9	9	9		
Side Intercostal Plate .. .. .	19 1/2	13 1/2	10 1/2	14 1/2	14	14		
do. Angle Irons Plate Wire Plates .. .. .	3 1/2	3 1/2	8 1/2	3 1/2	3 1/2	8		
Attached to outside plating with angle iron .. .. .	6	4	11 1/2	6 1/2	4 1/2	10		
<b>BILGE</b> (Angles Irons Stub .. .. . (Four angles) .. .. .	6	4	11 1/2	6 1/2	4 1/2	10		
do. Bulb Iron Plate, above Floor .. .. .	19 1/2	13 1/2	10 1/2	14 1/2	14	14		
do. Intercostal plates riveted to plating for length .. .. .	15	10	10	9	9	9		
<b>BILGE STRINGER</b> Angle Irons .. .. .	6	4	11 1/2	6 1/2	4 1/2	10		
Intercostal plates riveted to plating for whole length .. .. .	10	10	10	9	9	9		
<b>SIDE STRINGER</b> Angle Irons .. .. .	6 1/2	4 1/2	10	6 1/2	4 1/2	10		

The **FRAMES** extend in one length from \_\_\_\_\_ to \_\_\_\_\_ Riveted through plates with \_\_\_\_\_ in. Rivets, about \_\_\_\_\_ apart.

The **REVERSED ANGLE IRONS** on floors and frames extend from middle line to upper deck upper deck and to Middle Deck alternately

**KEELSONS.** Are the various lengths of Plates and Angle Irons properly connected? Yes And butts properly shifted? Yes

**PLATING.** Garboard, double riveted to Keel, with rivets \_\_\_\_\_ in. diameter, averaging \_\_\_\_\_ ins. from centre to centre.

" **Edges of Garboards** and to upper part of Bilge, worked clencher, double riveted; with rivets \_\_\_\_\_ in. diameter, averaging \_\_\_\_\_ ins. from centre to centre.

" **Butts from Keel to turn of Bilge**, worked carvel, double riveted; with rivets \_\_\_\_\_ in. diameter averaging \_\_\_\_\_ ins. from centre to centre.

" **Butts of** \_\_\_\_\_ Strakes at Bilge for \_\_\_\_\_ length, treble riveted with Butt Straps \_\_\_\_\_ thicker than the plates they connect.

" **Edges from Bilge to Main Sheerstrake**, worked clencher, double or single riveted; with rivets \_\_\_\_\_ in. diameter, averaging \_\_\_\_\_ ins. from cr. to cr.

" **Butts from Bilge to Main Sheerstrake**, worked carvel, double riveted; with rivets \_\_\_\_\_ in. diameter, averaging \_\_\_\_\_ ins. from cr. to cr.

" **Edges of Main Sheerstrake**, double or single riveted. **Upper Sheerstrake**, double or single riveted. **Butts of Upper or Spar Sheerstrake**, treble riveted \_\_\_\_\_ length amidships.

" **Butts of Main Sheerstrake**, treble riveted for \_\_\_\_\_ length amidships. **Butts of Upper or Spar Stringer Plate**, treble riveted for \_\_\_\_\_ length.

" **Butts of Main Stringer Plate**, treble riveted for \_\_\_\_\_ length amidships. **Breadth of laps of plating in single riveting** \_\_\_\_\_ and double Straps for 1/2 length amidships.

" Breadth of laps of plating in double riveting \_\_\_\_\_ No. of Breasthooks, \_\_\_\_\_ Crutches, \_\_\_\_\_

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

What 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. \_\_\_\_\_

Builder's Signature, \_\_\_\_\_

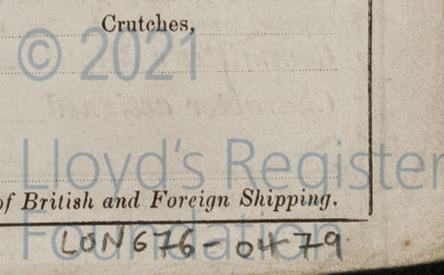
Surveyor's Signature, \_\_\_\_\_

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

State clearly where plating is of alternate thickness—as distinguished from dissimilar thickness at ends of length. Plating for not exceeding 10 ft. long.

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

Form No. 1 for Iron Ships—1000—18 1/2 84—Transfer Ink.



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Workmanship. Are the butts of plating planed or otherwise fitted? Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies? Are the fillings between the ribs and plates solid single pieces? Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? Do any rivets break into or through the seams or butts of the plating?

Masts, Bowsprit, Yards, &c., are *Steel & P. Pine* in 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 *Fore Lower Mast 10 1/2 length x 8 1/2 to 6 1/2 thick, 31 dia. 3 Angles 4 x 3 x 6 1/2*  
*Main " " 15 3/4 " x 7 1/4 to 6 1/2 " 28 " Seams Double + Butts*  
*Mizen " " 80 " x 6 1/2 to 6 5/8 " 24 1/2 " Ribs rivetted.*  
*Topmasts of P. Pine*  
*Lower Land, Steel 8 1/2 length x 18 1/2 dia. x 5 1/2 to 3 1/2 thick*

NUMBER for EQUIPMENT	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 where Tested & Supratd.
								Bower Anchors	Stream Anchor					
	Fore Sails,	Chain	300	2 3/16	86.2.20		<i>Chester</i>			7897	15.3.0	38.8.3		
	Fore Top Sails,	Iron Stream Chain	90	1 1/4			<i>10th/11/85</i>			7911	13.1.23	38.4.3		
	Fore Topmast Stay Sails,	or Steel Wire ..								7900	37.0.8	33.16.1		
		or Hempen Strm } Cable .....								7899	36.3.8	33.13.0		
	Main Sails,	Twine, Hemp.	90	4										
		or Steel Wire ..	90	2 3/4										
	Main Top Sails,	Hawser .....	90	12										
	and	Warp .....	90	16										
		quality												

Standing and Running Rigging *Best G.I.W.* sufficient in size and in quality. She has Long Boat and

The Windlass is Capstan and Rudder Pumps

Engine Room Skylights.—How constructed? How secured in ordinary weather?

What arrangements for deadlights in bad weather? Height above deck?

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?

Cargo Hatchways.—How formed? *Steel Coaming 3 1/4 inch above deck x 10 1/2 thick*

State size Main Hatch *24 x 12* Forehatch *11.9 x 12.0* 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.	Date	Order for Ordinary Survey No.	Date	No. 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
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State dates of letters respecting this case

General Remarks (State quality of workmanship, &c.) *See remarks on paper attached*

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 Outside

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

The amount of the Entry Fee .....£ : : is received by me, }  
Special .....£ : : 18 }

(to be sent as per margin). Certificate ... : :  
(Travelling Expenses, if any, £ .....

Committee's Minute *3rd December 1885.*

Character assigned *100 A 1. Steel*

Subject to being surveyed and reported to be in good Condition.

*Chas. H. Jordan*  
Surveyor to Lloyd's Register of British and Foreign Shipping.  
25. 11. 85



Vertical text on the left margin: (The Surveyors are required to write on or below the space for Committee's Minute.)