

5490

IRON SHIP.

No. 5490 Survey held at Leith Date, First Survey 13th June Last Survey 26th August 1887

On the Steel S.S. Florida (Yacht) not yacht

Original Number

Tonnage under Tonnage Deck } 27.08

Ditto of Third, Spar, or Awning Deck } 1.25

Ditto of Poop, or Raised Or. Dk. } 1.25

Ditto of Houses on Deck } 1.25

Ditto of Forecastle } 1.25

Gross Tonnage } 28.33

Less Crew Space } 31.7M

Less Engine Room } 17.41

Register Tonnage as out on Beam } 10.92

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

Half Breadth (moulded) 5.75 Feet.

Depth from upper part of Keel to top of Upper Deck Beams 7.33

Girth of Half Midship Frame (as per Rule) 10.75

1st Number 23.83

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

Length 56.5

2nd Number 1346.39

Proportions - Breadths to Length 4.91

Depths to Length - Upper Deck to Keel 7.7

Main Deck ditto

Master _____

Built at Leith

When built 1887 Launched 3/8/87

By whom built John Cran & Co

Owners J.A. Walker

Residence 15 Great George St West-min str.

Port belonging to London

Destined Voyage _____

Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule ... 56 Feet. 6 Inches. BREADTH Moulded ... 11 Feet. 6 Inches. DEPTH top of Floors to Upper Deck Beams ... 6 Feet. 5 1/2 Inches. Do. do. Main Deck Beams ... } Power of Engines ... 17 Horse. N° of Decks with flat laid one N° of Tiers of Beams one

Dimensions of Ship per Register, length, 56.5 breadth, 11.45 depth, 6.6

	Inches in Ship.		Inches per Rule.	
	Inches	16ths	Inches	16ths
KEEL, depth and thickness	4	7/8	4	7/8
STEM, moulding and thickness	4	7/8	4	7/8
STERN-POST for Rudder do. do.	4 1/2	13/16	4 1/2	13/16
" " for Propeller	4 1/8	15/16	4 1/2	1 1/2
Distance of Frames from moulding edge to moulding edge, all fore and aft	18		18	
FRAMES, Angle Iron, for 3/4 length amidships	1 3/4	13/16	1 3/4	13/16
Do. for 1/2 at each end				
REVERSED FRAMES, Angle Iron	1 1/2	1 1/2	1 1/2	1 1/2
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	10 1/2		10 1/2	
thickness at the ends of vessel				
depth at 3/4 the half b'dth as per Rule				
height extended at the Bilges				
BEAMS, Upper, Spar, or Awning Deck	3 1/2	3	3 1/2	3
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron				
Single or double Angle Iron on Upper edge				
Average space				
BEAMS, Main, or Middle Deck				
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron				
Single, or double Angle Iron, on Upper Edge				
Average space				
BEAMS, Lower Deck				
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron				
Single or double Angle Iron on Upper Edge				
Average space				
BEAMS, Hold, or Orlop				
Single or d'ble Ang. 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	4 1/2	2 1/4	4	4 1/2
" Rider Plate				
" Butt Plate to Intercostal Keelson				
" Angle Irons				
" Double Angle Iron Side Keelson				
" Side Intercostal Plate				
" do. Angle Irons				
" Attached to outside plating with angle iron				
BILGE Angle Irons				
" do. Bulb Iron				
" do. Intercostal plates riveted to plating for length				
BILGE STRINGER Angle Irons	4 1/2	2 1/4	4	4 1/2
Intercostal plates riveted to plating for length				
SIDE STRINGER Angle Irons				

The FRAMES extend in one length from Keel to Gunwale Riveted through plates with 1/2 in. Rivets, about 3 1/2 apart.

The REVERSED ANGLE IRONS on floors and frames extend from middle line to upper turn of bilge and to 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 5/8 in. diameter, averaging 3 ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 1/2 in. diameter, averaging 2 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 1/2 in. diameter averaging 2 ins. from centre to centre.

Butts of Strakes at Bilge for 1 length, treble riveted with Butt Straps 1 thicker than the plates they connect.

Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 1/2 in. diameter, averaging 2 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 1/2 in. diameter, averaging 2 ins. from cr. to cr.

Edges of Main Sheerstrake, double or single riveted. Upper Sheerstrake, double or single riveted.

Butts of Main Sheerstrake, treble riveted for 1 length amidships. Butts of Upper or Spar Sheerstrake, treble riveted 1 length amidships.

Butts of Main Stringer Plate, treble riveted for 1 length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for 1 length.

Breadth of laps of plating in double riveting 1 3/4 in Breadth of laps of plating in single riveting 1 3/4 in

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? yes No. of Breasthooks, none Crutches, none

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Steel

Manufacturer's name or trade mark, Clydesdale I.R. Co.

The above is a correct description.

Builder's Signature, John Cran & Co Surveyor's Signature, W. J. Darling

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

State clearly where plating is of alternate thicknesses - as distinguished from distinguished thicknesses at ends of vessel.

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

LTH557-0376

Workmanship. Are the butts of plating planed or otherwise fitted? *yes*
 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? *very few*

Masts, Bowsprit, Yards, &c., are *pine* in *good* 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 *One pole mast*

NUMBER & LETTER for SAILS.	EQUIPMENT CABLES, &c.	Fathoms	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested and Superintendent, also Number of Certificate.	ANCHORS.		Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested a Superintendent, also Number of Certificate.	
							No.						
<i>none</i>	Chain	<i>20</i>	<i>7/16</i>				Bower Anchors	<i>1</i>	<i>3 qrs.</i>				
	Fore Sails,	Iron Stream Chain					<i>(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)</i>						
	Fore Top Sails,	or Steel Wire											
	Fore Topmast Stay Sails,	or Hempen Strm Cable											
	Main Sails,	Towline, Hemp											
	Main Top Sails, and	or Steel Wire											
		Hawser						Stream Anchor					
		Warp						Kedge					
		quality						2nd Kedge.					

Standing and Running Rigging *iron stump* sufficient in size and *good* in quality. She has *no* Long Boat and

The Windlass is *new* Capstan and Rudder *good* Pumps *good*

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

What arrangements for deadlights in bad weather? *—*

Coal Bunker Openings.—How constructed? *Cast iron jugs* How are lids secured? *stud & slot* Height above deck? *Flush*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Scuppers & hawse holes.*

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.	Order for Ordinary Survey No.	DATES of Surveys held while building as per Section 18.	1st.	2nd.	3rd.	4th.	5th.
<i>430</i>	<i>—</i>		On the several parts of the frame, when in place, and before the plating was wrought	<i>Built under S.S. Surveyed</i>			
Date <i>20th May 1887</i>			On the plating during the process of riveting	<i>1887 June 13, 16, 20, 29, July 4, 5, 8, 9</i>			
			When the beams were in and fastened, and before the decks were laid...	<i>12, 14, 15, 19, 20, 22, 23, 25, 27, August 5</i>			
Date <i>—</i>			When the ship was complete, and before the plating was finally coated or cemented..	<i>18, 19, 23, 26</i>			
No. <i>20</i> in builder's yard.			After the ship was launched and equipped				

State dates of letters respecting this case *26/5/87 / 2/6/87 (111)*

General Remarks (State quality of workmanship, &c.)

Workman ship and materials good.

This vessel has been built under Special Survey in accordance with the Rules approved by the committee, & in conformity with the Rules & Machinery Report on her hitherto.

This vessel proceeds to Cardiff & is then to be shipped to the River Plate.

State if one, two, or three decked vessel, or if open 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 & paint* Outside *paint*

I am of opinion this Vessel should be Classed *100A in the yacht Register*

The amount of the Entry Fee£ *1* : : is received by me, *W. J. Darling*

Special£ *4* : : *13/9/1887*

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

(Travelling Expenses, if any, £ ..)

Committee's Minute *FRIDAY 2 SEPT 1887*

Character assigned *100A*

Steel Steam Tug
 Lloyd's Register
 Foundation

Certificate to be sent to

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