

UNDERWRITERS' REGISTRY FOR IRON VESSELS.

ESTABLISHED 1862.

CONDUCTED BY A JOINT COMMITTEE OF UNDERWRITERS, SHIP-OWNERS, AND SHIP-BUILDERS.

CHAIRMAN—PHILIP NELSON, Esq.

DEPUTY-CHAIRMEN—ROBERT N. DALE Esq., ALFRED HOLT, Esq.

CERTIFICATE OF CLASS, **A 1**

Name and Description *Iron Screw Steamer "Richmond."*
Official Number *65561* Port of Registry *London.*
Name and Address of Owner *Watts, Ward & Co. London.*
Name of Builder and where and when Built *Schlesinger, Davis & Co. Newcastle. 17mo. 1871.*

REGISTERED PARTICULARS.

Length *229.8* Feet. Tonnage, Nett *769 11*
Breadth *32.2* Feet. Do. under Deck *993.78*
Depth *17.9* Feet. Do. Gross *1233.91*
Rig *Schooner.*

ENGINES (if any).

No. of Engines.	Description	When Made.	Name and Address of Makers.	Diameter of Cylinders.	Length of Stroke.	No. of horses' power (combined.)
<i>Two</i>	<i>Compound Inverted Direct Acting.</i>	<i>1871</i>	<i>Thomas Clark & Co. Newcastle.</i>	<i>30 and 59 inches.</i>	<i>36 inches.</i>	<i>130.</i>

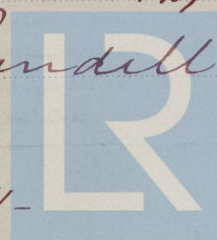
This Vessel was built under the Inspection of the Surveyors to the Underwriters' Registry for Iron Vessels, and in her Hull, Decks, Rigging, Spars, Sails, Anchors, and Chains, is a First-class Vessel, fit to carry dry and perishable Cargo, and has been awarded the above character, **A 1** subject to Survey, in accordance with the Rules.

(Signed) *Wm. M. Moss Esq.* Chairman.
W. W. Rundell Secretary.

A 13, Exchange Buildings,

Liverpool, *23rd August 1882*

Original Certificate issued 27th March. 1871



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Lloyd's Register
Foundation

NPT860-0080 1/2

PARTICULARS OF OUTFIT.

PUMPS.			WINDLASS.		
Five 5' dia. for Hold. Bilges.			Harfield's Patent		
pumped by Engines.					
BOATS.		COMPASSES.		ANCHORS.	
No.	Length. Feet.	No.			
Long Boat...	One 24	Steering	One	1 Bower	24 - 0 - 0
Life Boat...	One 24	Standard Azimuth	One	2 Bower	23 - 2 - 4
Pinnace...	One 22	Bridge	One	3 Bower	20 - 0 - 4
Cutter...	One 21	Mast	One	4 Bower	...
Gig...	One 21	Cabin	One	Stream	0 - 1 - 0
Dingy...	One 17			1 Kedge	5 - 0 - 0
				2 Kedge	2 - 2 - 0

PERIODICAL SURVEYS.

THE FIRST PERIODICAL SURVEY of this Vessel has been satisfactorily completed at Liverpool Secretary.

THE SECOND PERIODICAL SURVEY of this Vessel has been satisfactorily completed at Liverpool Secretary.

THE THIRD PERIODICAL SURVEY of this Vessel has been satisfactorily completed at Newport Mon 22nd July 1882 Secretary W.W. Sundell Liverpool, 23.8.82.

THE FOURTH PERIODICAL SURVEY of this Vessel has been satisfactorily completed at Liverpool Secretary.

THE FIFTH PERIODICAL SURVEY of this Vessel has been satisfactorily completed at Liverpool Secretary.

THE SIXTH PERIODICAL SURVEY of this Vessel has been satisfactorily completed at Liverpool Secretary.

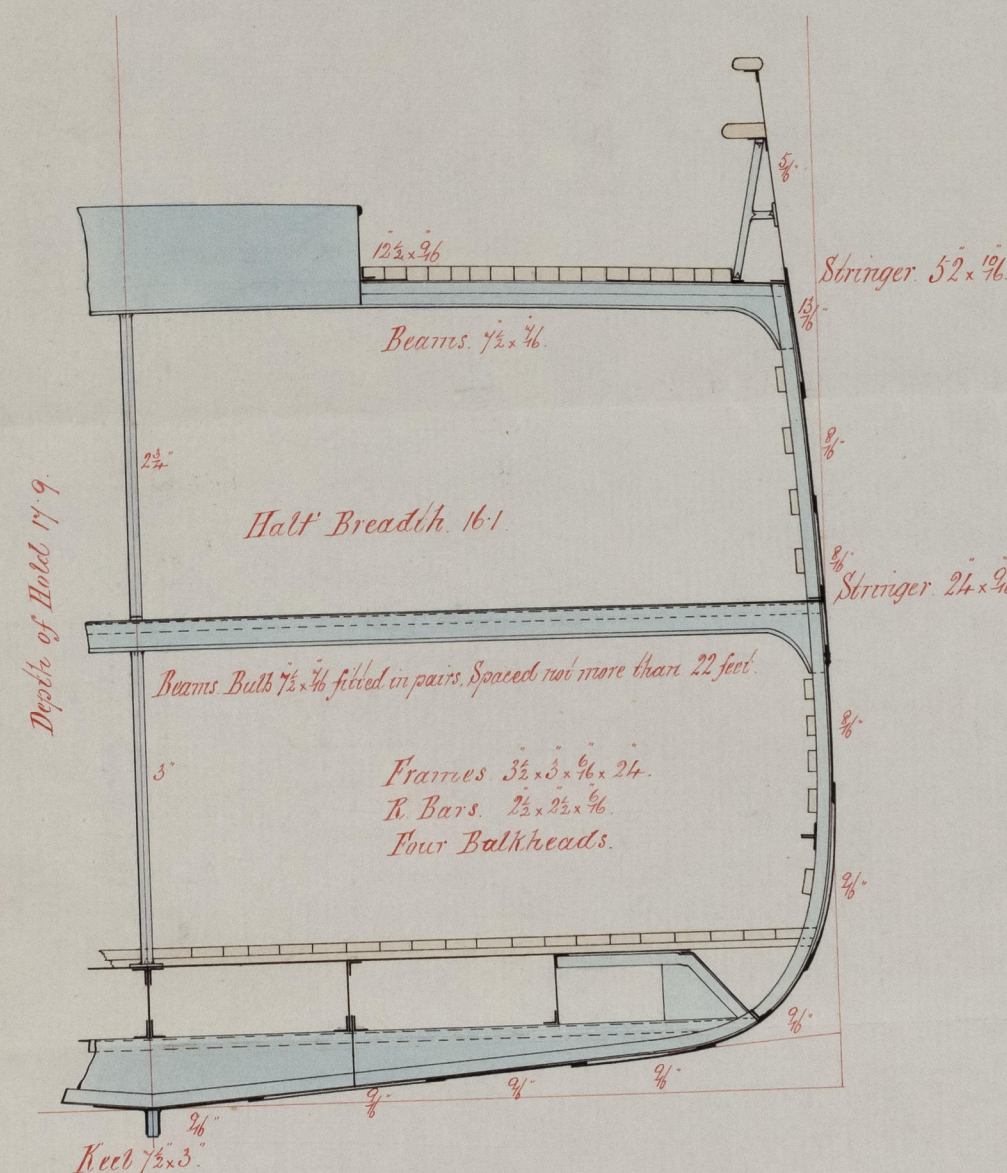
NOTICE.

Vessels due for Periodical Survey, which leave the United Kingdom without being duly Surveyed and passed by the Surveyors to this Registry, will have their Class suspended until such Survey has been properly made. Notice of suspension of Class will be given in the First Monthly Supplement issued after the sailing of the Vessel.

Vessels remaining abroad for two years after they become due for Periodical Survey will have their Class suspended until they have been re-surveyed.

65 per cent. of immersion occurs at a mean draft of	feet.	Brought down from	feet
70 per cent. of immersion occurs at a mean draft of	feet.	Displacement from	feet to Main or Upper Deck,
75 per cent. of immersion occurs at a mean draft of	feet.	including thickness of Deck, Sheer and round of Beam	
80 per cent. of immersion occurs at a mean draft of	feet.	Assessed value of erections above Deck	
		TOTALS	

PARTICULARS OF AMIDSHIP SCANTLINGS.



Garry St. West Chief Surveyor.
 LIVERPOOL 23rd August 1882.

UNDERWRITERS'
REGISTRY FOR IRON VESSELS.

Iron Screw Steamer

"Richmond"

London

Class A 1

Liverpool, 23rd August 1882.

A thorough survey will be required once in every three years. When vessels are abroad at the time they become due for survey, they must be examined on their return to the United Kingdom. The Surveyors are at all times to have free access to examine vessels holding a class in this Registry.

FIRST SURVEY.

The vessel to be placed in dry dock. (The bottom may be cleaned, but should not be recoated before survey.) While in dry dock the rudder, rudder pins and gudgeons, and the whole of the bottom outside, are to be thoroughly examined, and in steamers the connections of the sea-cocks and openings in the bottom are to be examined, to see that they are in an efficient condition.

The holds, and, in steamers, the bunkers also, are to be cleared, the loose ceiling in the flat of bottom is to be lifted, and the Surveyor is to satisfy himself that the bottom inside is in good order, and that the cement is in good condition and satisfactorily adhering to the iron.

He is also to examine the decks, beam ends, and the sides of holds and 'tween decks, all fore and aft. In steamers the bilges and limbers under engines and boilers are to be cleaned out, so as to allow these parts to be examined by the Surveyor. In water-ballast steamers the tanks are to be examined externally, and, if the Surveyor deems it necessary, they are to be tested under the pressure due to the ballast-trim water line, and sufficient ceiling removed to enable the Surveyor to satisfy himself of their tightness. In all cases the tanks are to be emptied, and examined inside. In all vessels any repairs that may be needed are to be done, and the vessel cleaned and painted as may be necessary.

SECOND SURVEY.

The vessel to be submitted to the same survey as before described for "First Survey," with the following additions:—

A strake of ceiling must be lifted in the bilges to allow an examination of the condition of the iron surfaces there and of the cement.

The windlass must be unhung when the main piece is of wood; and the chain cables must be ranged out for examination. In steamers the water ballast tanks must be tested under the pressure due to ballast-trim water line.

THIRD SURVEY.

The vessel to be submitted to the same survey as before described for "First Survey," with the following additions:—

The whole of the close ceiling must be removed, and all the cement exposed and examined. The vessel must be

cleaned and scaled, and, if the Surveyor deems it necessary, the plating and other parts must be drilled as he may direct, to ascertain the thickness. In steamers the water ballast tanks must be tested under the pressure due to ballast-trim water line.

FOURTH SURVEY.

The vessel to be submitted to the same survey as before described for "First Survey," with the following additions:—

The windlass, if the main piece is of wood, must be unhung, and the chain cables ranged out for examination. In steamers the water ballast tanks must be tested under the pressure due to the ballast-trim water line.

FIFTH SURVEY.

The vessel must be submitted to the same survey as before described for "Second Survey."

SIXTH SURVEY OR SPECIAL SURVEY.

The vessel must be submitted to the same survey as before described for "Third Survey," with the following additions:—

The actual condition and thickness of all the scantlings must be ascertained, the shell plating being drilled on at least three vertical lines in each strake, viz., forward, amidships, and aft, and elsewhere, at the discretion of the Surveyor, as he may direct.

A report of the vessel's condition and scantlings is to be submitted to the Committee, and such part or parts as they may direct are to be renewed, or otherwise strengthened.

After a vessel has passed her sixth survey, and been approved by the Committee, she must be submitted to the same series of surveys, commencing with the "First Survey," and at the same periodical intervals as before.

In steamers, whenever the engines or boilers are removed, a survey is to be held on the vessel's bottom in way thereof, and such repairs as are necessary must be effected before the engines or boilers are replaced.

The preceding rules for periodical surveys are not to limit the Surveyor's discretion, if, in his judgment, it is necessary to make a more complete examination at any time; and, before completing his report, the Surveyor must, at every periodical survey, satisfy himself that the vessel and her equipment are in a good and efficient condition.

The "Third Survey" must be complied with before the expiration of ten years from the date of launch, and the "Sixth Survey" before the expiration of twenty years from the date of launch.