

IRON SHIP.

No. 15318 Survey held at *Newcastle* Date, First Survey *29th Oct 1880* Last Survey *21st March* 1881
On the *Iron Screw Schooner "Fedele Primavera"* Master *M. H. Philston*

TONNAGE under Tonnage Deck <i>1518.44</i>	ONE OR TWO DECKED, THREE DECKED VESSEL.	Built at <i>Newcastle</i>
Ditto of Third, Spar or Awinning Deck <i>3.55</i>	SPAR, OR AWINNING DECKED VESSEL.	When built <i>1880 & 81</i> Launched <i>24th Feb</i>
Ditto of Poop, or Raised Or. Dk. <i>42.47</i>	HALF BREADTH (moulded) <i>16.75</i>	By whom built <i>Messrs Palmer & Co</i>
Ditto of Houses on Deck <i>30.37</i>	DEPTH from upper part of Keel to top of Upper Deck Beams <i>24.84</i>	Owners <i>Jas. & R. Bovey</i>
Ditto of Forecastle <i>26.46</i>	GIRTH of Half Midship Frame (as per Rule) <i>38.12</i>	Port belonging to <i>London</i>
Gross Tonnage <i>1634.80</i>	1st NUMBER <i>99.94</i>	Destined Voyage <i>Constantinople</i>
Less Crew Space <i>47.14</i>	1st NUMBER, if a 3-DECKED VESSEL, deduct 7 feet <i>9.00</i>	If Surveyed while Building, Afloat, or in Dry Dock.
Less Engine Room <i>524.10</i>	LENGTH <i>248.59</i>	
Register Tonnage as cut on Beam <i>1066.56</i>	2nd NUMBER <i>180.82</i>	
	PROPORTIONS—Breadths to Length <i>7.42</i>	
	Depths to Length—Upper Deck to Keel <i>9.99</i>	
	Main Deck ditto <i>14.05</i>	

Official Number 82854

Report made 25/3/81 sent to Rom 11/4/81

LENGTH on deck as per Rule <i>248.59</i>	BREADTH Moulded <i>33.5</i>	DEPTH top of Floors to Upper Deck Beams <i>23.15</i>	Power of Engines <i>150</i>	Horse <i>150</i>	N° of Decks with flat laid <i>two</i>	N° of Tiers of Beams <i>3</i>
Dimensions of Ship per Register, length, <i>250.4</i> breadth, <i>33.8</i> depth, <i>23.0</i>						
STEM, depth and thickness	Inches in Ship. Inches per Rule.		Flat Keel Plates, breadth and thickness			
STERN-POST for Rudder do. do.	<i>8 1/2 x 2 1/2</i> <i>8 1/2 x 2 1/2</i>		PLATES in Garboard Strakes, <i>36</i> thickness from Garboard to upper part of Bilges			
" " for Propeller	<i>8 1/2 x 5</i> <i>8 1/2 x 5</i>		" of doubling at Bilge, or increased thickness, and length applied <i>see section at bilge</i>			
Distance of Frames from moulding edge to moulding edge, all fore and aft	<i>24</i> <i>24</i>		" from up. part of Bilge to lr. edge of Sh'rstrake. <i>10</i>			
			" Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied <i>40 12 40 12</i>			
			" Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied			
			" Upper Spar Pl. Sh'rstrake do. breadth & thickness			
FRAMES, Angle Iron, for 2/3 length amidships	<i>4 1/2 3 8</i> <i>4 1/2 3 8</i>		Butt Straps to outside plating, breadth & thickness <i>1 1/2 1 1/2 10 11 1 1/2 1 1/2 10 11</i>			
Do. for 1/3 at each end	<i>4 1/2 3 7</i> <i>4 1/2 3 7</i>		Lengths of Plating <i>144</i> <i>144</i>			
REVERSED FRAMES, Angle Iron	<i>3 3 4</i> <i>3 3 4</i>		Shifts of Plating, and Stringers <i>48</i> <i>48</i>			
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	<i>22 1/2 x 9</i> <i>22 1/2 x 9</i>		Gunwale Plate on ends of <i>36 10 36 10</i>			
" thickness at the ends of vessel	<i>8</i> <i>8</i>		Upper Deck Beams, breadth and thickness <i>4x4 x 9 4x4 9</i>			
" depth at 2/3 the half breadth as per Rule	<i>as per section</i>		Angle Iron on ditto <i>4x4 x 9 4x4 9</i>			
" height extended at the Bilges			Tie Plates fore and aft, outside Hatchways			
BEAMS, Upper, Spar, or Awinning Deck	<i>5 1/2 3 4</i> <i>5 1/2 3 4</i>		Diagonal Tie Plates on Beams, No. of Pairs			
Single Angle Iron, Plate or Bulb Iron	<i>8 x 8</i> <i>8 x 8</i>		Planksheer material and scantling			
Single or double Angle Iron on Upper edge	<i>24</i> <i>24</i>		Waterways do. do.			
Average space	<i>24</i>		Flat of Upper Deck do. do. <i>Iron</i>			
BEAMS, Main, or Middle Deck	<i>5 1/2 3 8</i> <i>5 1/2 3 8</i>		How fastened to Beams <i>riveted</i>			
Single Angle Iron, Plate or Bulb Iron	<i>5 1/2 3 8</i> <i>5 1/2 3 8</i>		Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness <i>36 10 36 10</i>			
Single or double Angle Iron on Upper Edge	<i>24</i> <i>24</i>		Is the Stringer Plate attached to the outside plating? <i>yes</i>			
Average space	<i>24</i>		Angle Irons on ditto, No. <i>2</i>			
BEAMS, Lower Deck, Hold, or Orlop	<i>9 x 9</i> <i>9 x 9</i>		Tie Plates, outside Hatchways			
Single or double Angle Iron, Plate or Bulb Iron	<i>4 3/2 8</i> <i>4 3/2 8</i>		Diagonal Tie Plates on Beams, No. of pairs			
Single or double Angle Iron on Upper Edge	<i>as per profile</i>		Waterways materials and scantlings			
Average space	<i>as per profile</i>		Flat of Middle Deck do. do. <i>Iron</i>			
KEELSONS Centre line, single or double plate	<i>17 x 12</i> <i>17 x 12</i>		How fastened to Beams <i>riveted</i>			
" Intercostal, Plates	<i>11 1/2 x 12</i> <i>11 1/2 x 12</i>		Stringer Plates on ends of Lower Deck, Hold or Orlop Beams <i>33 9 33 9</i>			
" Rider Plate	<i>5 4 9</i> <i>5 4 9</i>		Is the Stringer Plate attached to the outside plating? <i>yes</i>			
" Bulb Plates to Intercostal Keelson	<i>5 4 9</i> <i>5 4 9</i>		Angle Irons on ditto, No. <i>2</i>			
" Angle Irons	<i>5 4 9</i> <i>5 4 9</i>		Stringer or Tie Plates, outside Hatchways			
" Double Angle Iron Side Keelson	<i>5 4 9</i> <i>5 4 9</i>		Flat of Lower Deck			
" Side Intercostal Plate	<i>5 4 9</i> <i>5 4 9</i>		Ceiling betwixt Decks, thickness and material <i>2 1/2 3 Baltic fir</i>			
" do. Angle Irons	<i>3 3 7</i> <i>3 3 7</i>		" in hold do. do. <i>2 1/2 3 Baltic fir</i>			
" Attached to outside plating with angle iron	<i>3 3 7</i> <i>3 3 7</i>		Main piece of Rudder, diameter at head <i>6 1/2</i>			
BILGE Angle Irons	<i>5 4 9</i> <i>5 4 9</i>		do. at heel <i>3 1/4</i>			
" do. Bulb Iron	<i>8 1/2 x 8</i> <i>8 1/2 x 8</i>		Can the Rudder be unshipped afloat? <i>yes</i>			
" do. Intercostal plates riveted to plating for length	<i>5 4 9</i> <i>5 4 9</i>		Bulkheads No. <i>4</i> Thickness of <i>6/16</i>			
BILGE STRINGER Angle Irons	<i>5 4 9</i> <i>5 4 9</i>		" Height up <i>upper deck</i>			
Intercostal plates riveted to plating for 1/2 length	<i>8</i> <i>8</i>		" How secured to sides of ship <i>between double frames</i>			
SIDE STRINGER Angle Irons	<i>5 4 9</i> <i>5 4 9</i>		" Size of Vertical Angle Irons <i>3 x 3 x 7/8</i> and distance apart <i>30</i> ins.			
Transoms, material. Knight-heads. Hawse Timbers.	<i>Iron</i>		" Are the outside Plates doubled two spaces of Frames in length? <i>yes</i>			
Windlass <i>Emerson's Patent</i> Pall Bitt						

The FRAMES extend ~~in one length~~ from *Keel* to *Gunwale* Riveted through plates with *3/4 x 7/8* in. Rivets, about *1 1/4* apart.

The REVERSED ANGLE IRONS on floors and frames extend ~~across~~ middle line to *Main Deck 9. a. 2* and to *Gunwale* 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 *1*" in. diameter, averaging *5*" ins. from centre to centre.

" Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets *7/8* in. diameter, averaging *3 1/4* ins. from centre to centre.

" Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets *7/8* in. diameter averaging *3 3/4* ins. from centre to centre.

" Butts of ~~three~~ Strakes at Bilge for *half* length, treble riveted with Butt Straps *1/16* thicker than the plates they connect.

" Edges from bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets *7/8* in. diameter, averaging *3 3/4* ins. from cr. to cr.

" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets *7/8* in. diameter, averaging *3 3/4* 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 *1/2* length amidships. Butts of Upper or Spar Sheerstrake, treble riveted ~~for~~ length amidships.

" Butts of Main Stringer Plate, treble riveted for *1/2* length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for ~~for~~ length.

" Breadth of laps of plating in double riveting *5 1/4* Breadth of laps of plating in single riveting *nil*

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? *Double & treble throughout*

Waterway, how secured to Beams *As per mid section (Explain by Sketch, if necessary.)*

Beams of the various Decks, how secured to the sides? *Turned down and up* No. of Breasthooks, *50* Crutches, *522*

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

Manufacturer's name or trade mark *Palmer's Ship Building & Iron Co. Ltd.*

The above is a correct description.

Builder's Signature, *Wm. Armstrong* Surveyor's Signature, *P. Williamson* Surveyor to Lloyd's Register of British and Foreign Shipping.

NWCT77-0150



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 very well*
 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.*

Masts, Bowsprit, Yards, &c., are *Iron* 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
*Length of Main mast 43-3" x 22" dia - Length of Foremast 49-4" x 22" dia
 Each mast is formed of two plates in circumference, with plates 1/16" thick
 edges double riveted & butts double & triple riveted.*

NUMBER for EQUIPMENT	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	No.	Weight. Ex. Stock.	Test per Certificate.	Weight req'd per Rule.	Machine where Tested & Suprntd.
	Chain	270	13/4	77 1/2 x 55 1/8	1 1/16			Bower Anchors	1	31.0.14	29.9.1.14	30.0.0	
	Fore Sails,								1	31.0.7	29.8.1.21		
	Fore Top Sails,	Iron Str'm Chain	75	1 1/16	30 1/4 x 20 3/16	1/16			1	25.1.7	25.1.7	25.2.0	
	Fore Topmast Stay Sails,	Hmpn Strm Cbl	90	8	90.9			Stream	...	1	9.1.21	0.11.1.0	9.2.0
		Hawser ...	90	10	90.7 1/2			Kedge	...	1	4.3.0	7 1/8 tms	4.3.0
	Main Sails,	Towlines	90	11	90.11			Ditto	...	1	2.2.14	5 1/8 tms	2.2.0
	Main Top Sails, and	Warp ...	90	6									
		quality	75	4									

Standing and Running Rigging *Wire & hamp* sufficient in size and *good* in quality. She has *2* *Large* Boats and *2* *Others*
 The Windlass is *good* Capstan *✓* and Rudder *good* Pumps *good*

Engine Room Skylights.—How constructed? *upon iron transverse casing* How secured in ordinary weather? *with thumb screws*
 What arrangements for deadlights in bad weather? *sheet above deck*

Coal Bunker Openings.—How constructed? *Iron plate* How are lids secured? *Solid hatches* Height above deck? *29 1/2 ins*
 Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *9 Ports & 6 Scuppers on each side*

Cargo Hatchways.—How formed? *Iron plate comings & Headleaves*
 State size Main Hatch *20'0" x 11'0"* Forehatch *10'0" x 10'0"* Quarterhatch *16'0" x 11'0" x 16'0" x 11'0"*

If of extraordinary size, state how framed and secured? —
 What arrangement for shifting beams? *Deep web plates & strong shifting beams*

Hatches, If strong and efficient? *3 in Solid hatches*

Order for Special Survey No.	Date	1st.	2nd.	3rd.	4th.	5th.
1479	16th Nov 80	On the several parts of the frame, when in place, and before the plating was wrought	On the plating during the process of riveting	When the beams were in and fastened, and before the decks were laid...	When the ship was complete, and before the plating was finally coated or cemented...	After the ship was launched and equipped
		1880 Oct 29. 30 Nov 2. 3. 5. 8. 9. 10. 12. 15. 17. 19. 23. 25	Dec 4. 8. 14. 16. 17. 20. 28. 30	1881 Jan 6. 7. 10. 13. 19. 31. Feb 3. 4. 7. 15. 21. 22. 23	26. 28. Mar 1. 3. 7. 9. 11. 15. 17. 21	

General Remarks (State quality of workmanship, &c.) *This vessel has been built in accordance with the rules and approved tracings attached. is fitted with water-ballast tanks throughout the length of the engine & Boiler space about 34ft in length; One in the fore hold extending from the foremost bulkhead of engine-room, forward about 28ft in length, and one in the After hold, extending from the engine room bulkhead, aft to within 4 frame spaces of the After Bulkhead, & about 76 ft in length, & which have been tested to a head of water not less than the height of the load-line and proved very satisfactory. She has a full Poop about 20 ft in length a Bridge House about 17 ft in length, and a lip-gallant Forecastle about 33 ft in length. The workmanship & materials are of a good description throughout*

State if ~~one, two,~~ or three decked vessel, or if open, or awning decked; and the lengths of poop, fore-castle, or raised quarter-deck, and the length of double, or part double bottom.

How are the surfaces preserved from oxidation? Inside *Portland cement to upper turn* Outside *4 coats of paint*

I am of opinion this Vessel should be Classed *100A1 of Bilges & paint above*

The amount of the Entry Fee ... £ 5 : - : - is received by me, *W. J. ...*
 Special ... £ 64 : 15 : 6 *8th April 1881*
 Certificate *gratis* - : - : -

Committee's Minute *Thursday, April 14th 1881*
 Character assigned *100A1*

James Gibber
 Surveyor to Lloyd's Register of British and Foreign Shipping.
 This vessel appears to be eligible to be classed 100A1 as per ...

No. 44
 No. in S Reg. Book.
 ✓ on
 Master
 Engines made
 Boilers made
 Registered
 ENGINES
 Description of
 Diameter of
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 Diameter of
 No. of Feed
 No. of Bilge
 Where do the
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