

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 *1518.44*
Ditto of Third, Spar or Avoing Deck *3.55*
Ditto of Poop, or Raised Or. Dk. *42.47*
Ditto of Houses on Deck *30.37*
Ditto of Forecastle *26.46*
Gross Tonnage *1634.80*
Less Crew Space *47.14*
Less Engine Room *524.10*
Register Tonnage as cut on Beam *1066.56*

ONE, OR TWO DECKED, THREE DECKED VESSEL.
~~SPAR, OR AVOING DECKED VESSEL.~~
HALF BREADTH (moulded) *16.75*
DEPTH from upper part of Keel to top of Upper Deck Beams *24.84*
GIRTH of Half Midship Frame (as per Rule) *38.12*
1st NUMBER *99.94*
1st NUMBER, if a 3-DECKED VESSEL, deduct 7 feet *9.00*
2nd NUMBER *72.74*
LENGTH *248.59*
2nd NUMBER *18082*
PROPORTIONS—Breadths to Length *7.42*
Depths to Length—Upper Deck to Keel *9.99*
Main Deck ditto *14.05*

Built at *Newcastle*
When built *1880 & 81* Launched *24th Oct 1881*
By whom built *Messrs Palmer & Co*
Owners *Messrs J. & R. Bovey*
Port belonging to *London*
Destined Voyage *Constantinople*
If Surveyed while Building, Afloat, & in Dry Dock.

LENGTH on deck as per Rule *248.59* BREADTH Moulded *33.5* DEPTH top of Floors to Upper Deck Beams *23.9* Power of Engines *150* Horse. *150* N° of Decks with flat laid *two* N° of Tiers of Beams *3*

Dimensions of Ship per Register, length *250.4* breadth *33.8* depth *23.0*

| | Inches in Ship. | Inches per Rule. |
|--|-----------------------|-----------------------|
| KEEL, depth and thickness | <i>8 1/2 x 2 1/2</i> | <i>8 1/2 x 2 1/2</i> |
| STEM, moulding and thickness | <i>8 1/2 x 5</i> | <i>8 1/2 x 5</i> |
| STERN-POST for Rudder do. do. | <i>8 1/2 x 5</i> | <i>8 1/2 x 5</i> |
| " " for Propeller | <i>8 1/2 x 5</i> | <i>8 1/2 x 5</i> |
| Distance of Frames from moulding edge to moulding edge, all fore and aft | <i>24</i> | <i>24</i> |
| FRAMES, Angle Iron, for 1/2 length amidships | <i>4 1/2 x 3</i> | <i>4 1/2 x 3</i> |
| Do. for 1/2 at each end | <i>4 1/2 x 3</i> | <i>4 1/2 x 3</i> |
| REVERSED FRAMES, Angle Iron | <i>3 x 3</i> | <i>3 x 3</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> |
| " thickness at the ends of vessel | <i>8</i> | <i>8</i> |
| " depth at 1/2 the half-bath as per Rule | <i>as per section</i> | <i>as per section</i> |
| " height extended at the Bilge | <i>as per section</i> | <i>as per section</i> |
| BEAMS, Upper, SPAR, OR AVOING DECK Single Angle Iron, Plate or Bulb Iron | <i>5 1/2 x 3</i> | <i>5 1/2 x 3</i> |
| Single Angle Iron, Plate or Bulb Iron | <i>8 x 8</i> | <i>8 x 8</i> |
| Single or double Angle Iron on Upper edge | <i>24</i> | <i>24</i> |
| Average space | <i>24</i> | <i>24</i> |
| BEAMS, Main, or Middle Deck Single Angle Iron, Plate or Bulb Iron | <i>5 1/2 x 3</i> | <i>5 1/2 x 3</i> |
| Single Angle Iron, Plate or Bulb Iron | <i>8 x 8</i> | <i>8 x 8</i> |
| Single or double Angle Iron on Upper edge | <i>24</i> | <i>24</i> |
| Average space | <i>24</i> | <i>24</i> |
| BEAMS, Lower Deck, Hold, or Orlop Single Angle Iron, Plate or Bulb Iron | <i>9 x 9</i> | <i>9 x 9</i> |
| Single Angle Iron, Plate or Bulb Iron | <i>4 3/2 x 8</i> | <i>4 3/2 x 8</i> |
| Single or double Angle Iron on Upper edge | <i>as per profile</i> | <i>as per profile</i> |
| Average space | <i>as per profile</i> | <i>as per profile</i> |
| KEELSONS Centre line, single or double plate Iron, or Intercoastal, Plates | <i>17 x 12</i> | <i>17 x 12</i> |
| " Rider Plate | <i>11 1/2 x 12</i> | <i>11 1/2 x 12</i> |
| " Bulb Plate to Intercoastal Keelson | <i>5 x 4</i> | <i>5 x 4</i> |
| " Angle Irons | <i>5 x 4</i> | <i>5 x 4</i> |
| " Double Angle Iron Side Keelson | <i>5 x 4</i> | <i>5 x 4</i> |
| " Side Intercoastal Plate | <i>8</i> | <i>8</i> |
| " do. Angle Irons | <i>3 x 3</i> | <i>3 x 3</i> |
| " Attached to outside plating with angle iron | <i>3 x 3</i> | <i>3 x 3</i> |
| BILGE Angle Irons | <i>5 x 4</i> | <i>5 x 4</i> |
| " do. Bulb Iron | <i>8 1/2 x 8</i> | <i>8 1/2 x 8</i> |
| " do. Intercoastal plates riveted to plating for length | <i>5 x 4</i> | <i>5 x 4</i> |
| BILGE STRINGER Angle Irons | <i>5 x 4</i> | <i>5 x 4</i> |
| Intercoastal plates riveted to plating for 1/2 length | <i>8</i> | <i>8</i> |
| SIDE STRINGER Angle Irons | | |

Transoms, material. Knight-heads. Hawse Timbers. *Iron*
Windlass *Emerson's Patent* Pall Bitt

Flat Keel Plates, breadth and thickness *36*
PLATES in Garboard Strakes, *36*
ness from Garboard to upper part of Bilges
" of doubling at Bilge, or increased thickness, and length applied *see section at bilge*
" fm up. part of Bilge to lr. edge of Sh'rstrake.
" Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied *40*
" ~~from Mr. to Upper or Spar Dk. Sh'rstrake.~~
" ~~Upper or Spar Dk. Sh'rstrake, breadth & thickness~~
Butt Straps to outside plating, breadth & thickness *1 1/2 x 1 1/2*
Lengths of Plating *144*
Shifts of Plating, and Stringers *48*
Gunwale Plate on ends of ~~Upper Deck Beams, breadth and thickness~~
Upper Deck Beams, breadth and thickness *4 x 4 x 9*
Angle Iron on ditto *4 x 4 x 9*
Tie Plates fore and aft, outside Hatchways
Diagonal Tie Plates on Beams, No. of Pairs
Planksheer material and scantling
Waterways do. do.
Flat of Upper Deck do. do. *Iron*
How fastened to Beams *riveted*
Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness *36*
Is the Stringer Plate attached to the outside plating? *yes*
Angle Irons on ditto, No. *2*
Tie Plates, outside Hatchways
Diagonal Tie Plates on Beams, No. of pairs
Waterways materials and scantlings
Flat of Middle Deck do. do. *Iron*
How fastened to Beams *riveted*
Stringer Plates on ends of ~~Lower Deck, Hold or Orlop Beams~~
Is the Stringer Plate attached to the outside plating? *yes*
Angle Irons on ditto, No. *2*
Stringer or Tie Plates, outside Hatchways
Flat of Lower Deck
Ceiling betwixt Decks, thickness and material *2 1/2*
" in hold do. do. *2 1/2*
Main piece of Rudder, diameter at head *6 1/2*
do. at heel *3 1/4*
Can the Rudder be unshipped afloat? *yes*
Bulkheads No. *4* Thickness of *6/16*
" Height up *upper deck*
" How secured to sides of ship *between double frames*
" Size of Vertical Angle Irons *3 x 3 x 7/8* and distance apart *30* ins.
" Are the outside Plates doubled two spaces of Frames in length? *yes*

The FRAMES extend ~~in one length~~ from *Keel* to *Gunwale* Riveted through plates with *3/4* in. Rivets, about *12* 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 & single riveted. ~~Upper Sheerstrake, double or single riveted.~~
- " Butts of Main Sheerstrake, treble riveted for *1/3* length amidships. Butts of Upper or Spar Sheerstrake, treble riveted *length amidships.*
- " Butts of Main Stringer Plate, treble riveted for *1/3* length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for *length.*
- " Breadth of laps of plating in double riveting *5 1/4* Breadth of laps of plating in single riveting *oil*

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

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

Beams of the various Decks, how secured to the sides? *Turned down and up riveted to frames & beams plates* No. of Breasthooks, *50* Crutches, *52*

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 Shipbuilding & 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.



Report made 25/3/81 sent to Rm. 14/4/81

0510-LLC/MN

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 93.3 x 22 dia - Length of Foremast 79.4 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 | | Fathoms. | Inches. | Test per Certificate. | Inches per Rule. | Machine where Tested & Suprtd. | ANCHORS. | N ^o . | Weight. Ex. Stock. | Test per Certificate. | Wght req'd per Rule. | Machine where Tested & Suprtd. | |
|--------------------------|------------------|----------|---------|-----------------------|------------------|---|--|------------------|--------------------|-----------------------|----------------------|---|-------|
| SAILS. | | | | | | | | | | | | | |
| N ^o . | CABLES, &c. | 270 | 13/4 | 77 1/2 x 55 1/8 | 1 12/16 | Machine where Tested, Date, or Name of Superintendent. H. H. L. W. and Certificate signed Robert Burnell | Bower Anchors | 1 | 31.0.14 | 29.9.1.14 | 30.0.0 | Machine where Tested, Date, or Name of Superintendent. H. H. L. W. and Certificate signed Robert Burnell | |
| | Chain | | | | | | (State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.) | 1 | 31.0.7 | 29.8.1.21 | | | |
| Fore Sails, | Iron Str'm Chain | 75 | 1 1/16 | 30 1/2 x 20 1/2 | 1 1/16 | | | 1 | 25.1.7 | 25.1.1.7 | 25.2.0 | | |
| | Ditto do. | | | | | | | | | | | | |
| 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, | Warp ... | 90 | 6 | | | | | | | | | | |
| and ✓ | quality | 75 | 5 | | | | | | | | | | |
| | | 75 | 4 | | | | | | | | | | |

Standing and Running Rigging *Wire & hemp* 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 frame & 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 & Headlages*

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. <i>1479</i> | 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 | 1880 Oct 29. 30 Nov 2. 3. 5. 8. 9. 10. 12. 15. 17. 19. 23. 25. |
| Date <i>16th Nov 80</i> | | 2nd. On the plating during the process of riveting | Dec 4. 8. 14. 16. 17. 20. 28. 30 |
| Order for Ordinary Survey No. <i>7</i> | | 3rd. When the beams were in and fastened, and before the decks were laid.... | 1881 Jan 6. 7. 10. 13. 19. 31. Feb 3. 4. 7. 15. 21. 22. 23 |
| Date <i>-</i> | | 4th. When the ship was complete, and before the plating was finally coated or cemented.. | 26. 28. Mar 1. 3. 7. 9. 11. 15. 17. 21 |
| No. <i>434</i> in builder's yard. | | 5th. After the ship was launched and equipped | |

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 prove very satisfactory. She has a full Poop about 20 ft in length a Bridge House about 17 ft in length, and a top-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~~ *enclosed* decked; and the lengths of poop, forecabin, *or* ~~or~~ *raised quarter deck*, and the length of ~~double~~ *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 *100A 1 of Bilges & paint above*

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

(Travelling Expenses, if any, £ - - -)

Committee's Minute *Thursday, April 14th 1881*

Character assigned *100A*

Lloyd's Register of Shipping
This vessel appears to be eligible to be classed 100A 1 as recommended
25th Nov 80 2nd Nov 81 1st Dec 81