

## IRON SHIP.

6th OCT. 82

16226

16225 Survey held at

Newcastle

Date, First Survey 22<sup>nd</sup> MarchLast Survey 4<sup>th</sup> October

1882

Name of Ship "Klyde"

AGE under 1273.33

Third Spar, 130.01

Fourth Spar, 106.26

Fifth Spar, 23.20

Sixth Spar, 24.24

Seventh Spar, 37.03

Eighth Spar, 1573.07

Ninth Spar, 47.98

Tenth Spar, 503.38

Eleventh Spar, 1021.71

Twelfth Spar, 47.98

Thirteenth Spar, 503.38

Fourteenth Spar, 1021.71

Fifteenth Spar, 47.98

Sixteenth Spar, 503.38

Seventeenth Spar, 1021.71

Eighteenth Spar, 47.98

Nineteenth Spar, 503.38

Twentieth Spar, 1021.71

Twenty-first Spar, 47.98

Twenty-second Spar, 503.38

Twenty-third Spar, 1021.71

Twenty-fourth Spar, 47.98

Twenty-fifth Spar, 503.38

Twenty-sixth Spar, 1021.71

Twenty-seventh Spar, 47.98

Twenty-eighth Spar, 503.38

Twenty-ninth Spar, 1021.71

Thirtieth Spar, 47.98

Thirty-first Spar, 503.38

Thirty-second Spar, 1021.71

Thirty-third Spar, 47.98

Thirty-fourth Spar, 503.38

Thirty-fifth Spar, 1021.71

Thirty-sixth Spar, 47.98

Thirty-seventh Spar, 503.38

Thirty-eighth Spar, 1021.71

Thirty-ninth Spar, 47.98

Fortieth Spar, 503.38

Forty-first Spar, 1021.71

Forty-second Spar, 47.98

Forty-third Spar, 503.38

Forty-fourth Spar, 1021.71

Forty-fifth Spar, 47.98

Forty-sixth Spar, 503.38

Forty-seventh Spar, 1021.71

Forty-eighth Spar, 47.98

Forty-ninth Spar, 503.38

Fiftieth Spar, 1021.71

Fifty-first Spar, 47.98

Fifty-second Spar, 503.38

Fifty-third Spar, 1021.71

Fifty-fourth Spar, 47.98

Fifty-fifth Spar, 503.38

Fifty-sixth Spar, 1021.71

Fifty-seventh Spar, 47.98

Fifty-eighth Spar, 503.38

Fifty-ninth Spar, 1021.71

Sixtieth Spar, 47.98

Sixty-first Spar, 503.38

Sixty-second Spar, 1021.71

Sixty-third Spar, 47.98

Sixty-fourth Spar, 503.38

Sixty-fifth Spar, 1021.71

Sixty-sixth Spar, 47.98

Sixty-seventh Spar, 503.38

Sixty-eighth Spar, 1021.71

Sixty-ninth Spar, 47.98

Seventieth Spar, 503.38

ONE OR TWO DECKED, ~~THREE~~ VESSEL.

Half Breadth (moulded) 17.39

Depth from upper part of Keel to top of Upper Deck Beams 19.84

Girth of Half Midship Frame (as per Rule) 33.28

1st Number 70.51

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

Length 254.7

2nd Number 17958

Proportions— Breadths to Length 7.31

Depths to Length—Upper Deck to Keel 12.91

Main Deck ditto

Master *Thos. Hunter*Built at *Newcastle*

When built 1882 Launched 4 Aug 1882

By whom built *C. S. Swan & Hunter*Owners *Klyde Min Ship Co (Lim) & Glasgow*

Residence

Port belonging to *London*Destined Voyage *Antwerp*

If Surveyed while Building, Afloat, or in Dry Dock.

GTH deck as 254 8 BREADTH— Moulded... 34 10 DEPTH top of Floors to Upper Deck Beams 18 05

Dimensions of Ship per Register, length, 256.0 breadth, 35.0 depth, 17.9

REL, depth and thickness 9x2 1/2

REL, moulding and thickness 8 1/2 x 2 1/2

REL, POST for Rudder do. do. 8 1/2 x 5

REL, for Propeller 8 1/2 x 5

REL, of Frames from moulding edge to moulding edge, all fore and aft 24 in

REL, Angle Iron, for 1/2 length amidships 4 1/2 3 7

REL, for 1/2 at each end 4 1/2 3 7

REL, REVERSED FRAMES, Angle Iron 3 3 7

REL, DECK, depth and thickness of Floor Plate 21 1/2 9

REL, mid line for half length amidships 21 1/2 9

REL, thickness at the ends of vessel 7

REL, depth at 3/4 the half-bdth. as per Rule 11

REL, height extended at the Bilges 2 1/2 in

REL, AMS, Upper, Spar, or Trussing Deck 5 1/2 3 8

REL, Angle Iron, Plate or Tee Bulb Iron 5 1/2 3 8

REL, or double Angle Iron on Upper edge on every frame

REL, average space 21 1/2 9

REL, AMS, Main, or Middle Deck 21 1/2 9

REL, Angle Iron, Plate or Tee Bulb Iron 21 1/2 9

REL, or double Angle Iron on Upper Edge 21 1/2 9

REL, average space 21 1/2 9

REL, AMS, Lower Deck 21 1/2 9

REL, Angle Iron, Plate or Tee Bulb Iron 21 1/2 9

REL, or double Angle Iron on Upper Edge 21 1/2 9

REL, average space 21 1/2 9

REL, AMS, Hold, or Orlop 9 1/2 9

REL, Angle Iron, Plate or Tee Bulb Iron 9 1/2 9

REL, or double Angle Iron on Upper Edge 9 1/2 9

REL, average space 9 1/2 9

REL, ELSONS Centre line, single or double plate, 17 12

REL, box, or Intercoastal, Plates 10 3/4 12

REL, Rider Plate 17 12

REL, Bulb Plate to Intercoastal Keelson 10 3/4 12

REL, Angle Irons 5 4 9

REL, Double Angle Iron Side Keelson 5 4 9

REL, Side Intercoastal Plate 5 4 9

REL, do. Angle Irons 5 4 9

REL, Attached to outside plating with angle iron 5 4 9

REL, AGE Angle Irons 5 4 9

REL, do. Bulb Iron 5 4 9

REL, do. Intercoastal plates riveted to plating for length 5 4 9

REL, AGE STRINGER Angle Irons 5 4 9

REL, Intercoastal plates riveted to plating for length 5 4 9

REL, E STRINGER Angle Irons 5 4 9

REL, FRAMES extend in one length from Keel to gunwale

REL, REVERSED ANGLE IRONS on floors and frames extend across middle line to upper deck

REL, ELSONS. Are the various lengths of Plates and Angle Irons properly connected? Yes

REL, PLATING. Garboard, double riveted to Keel, with rivets 1 1/8 in. diameter, averaging 5 1/8 ins. from centre to centre.

REL, Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 7/8 in. diameter, averaging 3 1/2 ins. from centre to centre.

REL, Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 7/8 in. diameter, averaging 3 1/2 ins. from centre to centre.

REL, Butts of 3 Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 1 1/2 thicker than the plates they connect.

REL, Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 7/8 in. diameter, averaging 3 1/2 ins. from cr. to cr.

REL, Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 7/8 in. diameter, averaging 3 1/2 ins. from cr. to cr.

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

REL, Butts of Main Sheerstrake, double or single riveted. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.

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

REL, Breadth of laps of plating in double riveting 5 1/4 Breadth of laps of plating in single riveting 1 1/2

REL, Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? No. of Breasthooks, 5

REL, Crutches, 3 1/2 transverse

REL, description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &amp;c.? Frames, by Messrs. J. &amp; W. G. &amp; Co.

REL, manufacturer's name or trade mark, Plates by Messrs. J. &amp; W. G. &amp; Co.

REL, the above is a correct description.

REL, Owner's Signature, C. S. Swan &amp; Hunter

REL, Surveyor's Signature, James Hunter

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

REL, ROBT. EDMOND TAYLOR &amp; SON Commercial and General Steam Printers, 19, Old Street, Goswell Road, E.C., London.

State clearly where plating is of alternate thicknesses—as distinguished from diminished thickness at ends of vessel.

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

1010-7812MN



Workmanship. Are the butts of plating planed or otherwise fitted? *All butts and edges of outer plates plane*  
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 of *Iron &* in *good* condition, and sufficient in size and length. If of Iron or Steel give Scantling, 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. *Main mast 68 ft. in length & 19 in. diam.; Fore mast 73 ft. in length, & 21 in. diam.; double rivetted landing edges, doubled in way of partners & Butts treble rivetted in way of deck; Plates 11 ft. in length and 7/16, 9/16 & 5/16 of an inch in thickness. Makers of Iron West Stockton*

NUMBER for EQUIPMENT 19754		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Supdt.	ANCHORS.	N <sup>o</sup> .	Weight. Ex. Stock.	Test per Certificate	Wght req'd per Rule.	Machine where Tested & Supdt.
SAILS.	CABLES, &c.						Bower Anchors	1	26.1.0	25.6.1.0	25.7.0	
	Chain	270	1 5/8	47 1/2	1 1/2		(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	1	25.3.0	25.8.0.14	25.7.0	
Fore Sails,	Iron Stream Chain	75	1	27 1/8	1			1	22.1.7	22.12.0.21	21.3.0	
Fore Top Sails,	or Steel Wire											
Fore Topmast Stay Sails,	or Hempen Strm Cable	90	3 1/4	wire test as per rule	3 1/4							
Main Sails,	Towline, Hemp.											
Main Top Sails,	or Steel Wire	90	9		90-8 1/2		Stream Anchor	1	8.3.0	10.17.2.0	8.2.0	
and	Hawser	90	7		90-6		Kedge	1	4.1.2 1/2	6.16.1.0	4.1.0	
	Warp	90	4		90-4		2nd Kedge	1	2.1.6	4.17.2.0	2.1.0	
	quality good	90	4		90-4							

Standing and Running Rigging *wire & hemp* sufficient in size and *good* in quality. She has *2* *Life* Boats and *2* others

The Windlass is *good* Capstan *good* and Rudder *good* Pumps *Metal & good*

Engine Room Skylights. How constructed? *On Bridge deck* How secured in ordinary weather? *with thumb screws*

What arrangements for deadlights in bad weather? *Iron shutters and thick circular glass*

Coal Bunker Openings. How constructed? *Iron castings* How are lids secured? *Solid latches* Height above deck? *7 in*

Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *6 Ports & 6 Scuppers on each side*

Cargo Hatchways. How formed? *Iron plate coming & Headlids*

State size Main Hatch *24.0 x 12.0* Fore hatch *16.0 x 12.0* Quarter hatch *24.0 x 12.0 & 14.0 x 12.0*

If of extraordinary size, state how framed and secured? *As per Profile*

What arrangement for shifting beams? *As per Profile*

Hatches, If strong and efficient? *2 1/2 Solid*

Order for Special Survey No. <i>1632</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	1882 March 22.30.31. April 1.4.6.8.11.17.24.25.
Date <i>25<sup>th</sup> Nov/81</i>		2nd. On the plating during the process of riveting	May 1.12.76.22.30 June 2.15.20.23.26.
Order for Ordinary Survey No. <i>✓</i>		3rd. When the beams were in and fastened, and before the decks were laid....	July 3.7.12.14.20.24.28. Aug 2.4.10.11.
Date <i>✓</i>		4th. When the ship was complete, and before the plating was finally coated or cemented..	18.22.24.29. Sept 9.11.18.20.23.25.
No. <i>68</i> in builder's yard.		5th. After the ship was launched and equipped	27.30 Oct 2.4

General Remarks (State quality of workmanship, &c.) *This vessel has been constructed in accordance with the rules and approved tracings of Midship Section & Profile; She has a long raised quarter deck about 96 ft. in length; Bridge House about 62 ft. in length, and a Top-gallant Forecastle about 28 ft. in length.*

*The Sheerstrake is doubled with 1 1/16 plating for about one-half length amidships; The water-ballast tanks have been tested to a Head of water not less than the height of the load-line, and proved very satisfactory, and the materials and workmanship throughout the vessel are of a good description*

State if *one*, two, or *three* decked vessel, or if *span*, or *running* decked; and the lengths of *span*, bridge, forecabin, & raised quarter deck. (If double bottom, state particulars on separate form.)

How are the surfaces preserved from oxidation? Inside *Portland cement to upper hull* Outside *3 Coats of paint*

I am of opinion this Vessel should be Classed *100 A.I. of Rides & paint above*

The amount of the Entry Fee ... £ *5* : - - is received by me, *10/6*

Special ... £ *63* : 2 : 6 *4<sup>th</sup> Octr 1882*

Certificate *grants* - - - -

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

Committee's Minute

Character assigned *100 A.I.*

*10th October, 1882*

*Tuesday, 10th October, 1882*

*James Libur*

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