

IRON SHIP.

6th OCT. 82

16226

16225 Survey held at

Newcastle

Date, First Survey 22nd March

Last Survey 4th October 1882

Ship Name "Klyde"

AGE under	1273.33
Third Spar	130.01
of Prop. on	106.26
of Dk.	22.20
Houses	4.24
on Deck	37.03
of Forecastle	1573.07
Tonnage	47.98
of Engine Room	503.38
of Tonnage	1021.70
of Beam	

ONE OR TWO DECKED, THREE DECKED 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 *Flo. Hunter*
 Built at *Newcastle*
 When built *1882* Launched *14 Aug 1882*
 By whom built *C. S. Swan & Hunter*
 Owners *Klyde Steam Ship Co. (Lim.) Glasgow*
 Residence
 Port belonging to *London*
 Destined Voyage *Antwerp*
 If Surveyed while Building, Afloat, or in Dry Dock.

DEPTH top of Floors to Upper Deck Beams	18.05	Power of Engines	150	Horse	150	Nº. of Decks with flat laid	One
Do. do. Main Deck Beams						Nº. of Tiers of Beams	two

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

	Inches in Ship			Inches per Rule		
	Inches	16ths	Inches	Inches	16ths	Inches
Flat Keel Plates, breadth and thickness	36	11	36	11	36	11
PLATES in Garboard Strakes, br'dth & thickness						
From Garboard to upper part of Bilges	10		10		10	
Of d'bling at Bilge, or increased thickness, and length applied <i>2 Strake</i>	11		11		11	
From up. prt of Bilge to lr. edge of Sh'rstrake	10		10		10	
Main Sheerstrake, breadth and thickness	40	14	40	14	40	14
Of d'bling at Sh'stk. & lng. applied <i>3/4 length</i>	10		10		10	
From M'n. to Up. or Spar Dk. Sh'rstrake						
Up. or Spar Dk Sh'rstrake, br'dth & thckn'ss						
Butt Straps to outside plating, breadth & thickness	6	17	6	17	6	17
Lengths of Plating	<i>6 frame spaces</i>					
Shifts of Plating, and Stringers	<i>2 frame spaces</i>					
Gunwale Plate on ends of Upper Deck Beams	36 1/2	10	36 1/2	10	36 1/2	10
Upper Deck Beams, breadth and thickness	5x4x9		5x4x9		5x4x9	
Angle Iron on ditto	<i>on deck</i>					
Tie Plates fore and aft, outside Hatchways	6		6		6	
Diagonal Tie Plates on Beams No. of Pairs						
Flat of Up., Spar, or Dk. <i>Iron</i>						
How fastened to Beams	<i>Riveted</i>					
Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness	32	9	32	9	32	9
Is the Stringer Plate attached to the outside plating?	<i>Yes</i>					
Angle Irons on ditto, No.	5x4x9		5x4x9		5x4x9	
Tie Plates, outside Hatchways	4x4x9		4x4x9		4x4x9	
Diagonal Tie Plates on Beams, No. of pairs						
Flat of Middle Deck* do. do.						
How fastened to Beams	<i>as per profile</i>					
Stringer Plates on ends of Lower Deck , Hold or Upper Beams	17	12	17	12	17	12
Is the Stringer Plate attached to the outside plating?	<i>Yes</i>					
Angle Irons on ditto, No. <i>3x4</i>	5x4x9		5x4x9		5x4x9	
Stringer or Tie Plates, outside Hatchways	4x4x9		4x4x9		4x4x9	
Flat of Lower Deck*						
Ceiling betwixt Decks, thickness and material	2 1/2		2 1/2		2 1/2	
in hold do. do.	3 1/4		3 1/4		3 1/4	
Main piece of Rudder, diameter at head	6 1/4		6 1/4		6 1/4	
do. at heel	3 1/4		3 1/4		3 1/4	
Can the Rudder be unshipped afloat?	<i>Yes</i>					
Bulkheads No. <i>5</i> No. per Rule <i>4</i>						
Thickness of <i>5/16 x 6/16</i>						
Height up <i>To upper deck & as per rule</i>						
How secured to sides of ship <i>Between double frames</i>						
Size of Vertical Angle Irons <i>3x3x 1/2</i> and distance apart <i>30</i> ins.						
Are the outside Plates doubled two spaces of Frames in length?	<i>Yes</i>					

FRAMES extend in one length from *Keel* to *gunwale* Riveted through plates with *7/8* in. Rivets, about *7*" apart.

REVERSED ANGLE IRONS on floors and frames extend *across* middle line to *Upper deck* and to *Hold beams* 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 1/8* in. diameter, averaging *5 3/8* 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 1/2* ins. from centre to centre.

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.

Butts of *3* Strakes at Bilge for *1/2* length, treble riveted with Butt Straps *1/16* thicker than the plates they connect.

Edges from Bilge to Main Sheerstrake, worked clencher, double ~~single~~ riveted; with rivets *7/8* in. diameter, averaging *3 3/16* ins. from cr. to cr.

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.

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

Butts of Main Sheerstrake, ~~double or single riveted.~~ *double or single riveted.* 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* length.

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

Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? *Yes* No. of Breasthooks, *5* Crutches, *3*

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *Frames, by Wear Rolling Mills*

Manufacturer's name or trade mark *Plates by Stockton malleable Iron Co.*

Is the above a correct description? *Yes*

Owner's Signature, *C. S. Swan & Hunter* per *R. Henderson* Surveyor's Signature, *James Gibson* Surveyor to Lloyd's Register of British and Foreign Shipping.

Report recd 10/10/82 sent to Con. 11/10/82

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.

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Workmanship. Are the butts of plating planed or otherwise fitted? *All butts and edges of outer Shakes 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 CA*

NUMBER for EQUIPMENT 19754		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.	CABLES, &c.												
	Chain	270	1 5/8	47 1/2	1 1/2		Bower Anchors	1	26.1.0	25.6.1.0	25.7.0		
Fore Sails,	Iron Stream Chain	75	1	27 & 18	1	Sharked. P.H. & W. signed Robert Burrell		1	25.3.0	25.8.0.14			
Fore Top Sails,	or Steel Wire								1	22.1.7	22.12.0.21	21.3.0	
Fore Topmast Stay Sails,	or Hempen Strm Cable	90	3 1/4	wire test as per rule	3 1/4								
Main Sails,	Towline, Hemp or Steel Wire	90	9		90-8 1/2			Stream Anchor	1	8.3.0	10.17.2.0	8.2.0	
Main Top Sails, and	Hawser	90	7		90-6		Kedge	1	4.1.2	6.16.1.0	4.1.0		
	Warp	90	4		90		2nd Kedge	1	2.1.6	4.17.7.0	2.1.0		
	quality good	180	3		180								

Standing and Running Rigging *wire & hemp* sufficient in size and *good* in quality. She has *2* *Loose* 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 screw*

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

Coal Bunker Openings.—How constructed? *Iron casing* 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 comings & Headledges*

State size Main Hatch *24.0 x 12.0* Forehatch *16.0 x 12.0* Quarterhatch *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. *1632* Date *25th Nov/81*

Order for Ordinary Survey No. *✓* Date *✓*

No. *68* in builder's yard.

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.*

2nd. On the plating during the process of riveting } *May 1. 12. 76. 22. 30 June 2. 15. 20. 23. 26.*

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.*

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.*

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-ball 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, forecstle, & 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 Ridges & paint above*

The amount of the Entry Fee ... £ *5* : - - is received by me, *W.L.B.*

Special ... £ *63* : *2* : *6* *4th Octr 1882*

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

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

Committee's Minute *10th October, 1882*

Character assigned *100 A.I.*

Reference should be made to any correspondence connected with the case.

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

James Libur
 Surveyor to Lloyd's Register of British and Foreign Shipping
 This submitted that this vessel is
 eligible to be classed 100 A.I.
 recommended.