

IRON SHIP.

(Received at London Office,

Rec'd 4th MAR, 1883

No. 14407 Survey held at 72nd Shields Date, First Survey 16th May Last Survey 28th Dec 1883On the Iron, Scr, Rigid, S. S. M^c Garel

Tonnage under Tonnage Deck } 1088.78
 Ditto of Third, Spar, or Awning Deck } 118.15
 Ditto of Poop, or Raised Or. Bk. } 94.12
 Ditto of Houses on Deck } 11.87
 Ditto of Forecastle } 38.68
 Gross Tonnage } 1366.73
 Less Crew Space } 47.14
 Less Engine Room } 1319.59
 Register Tonnage } 437.35
 as cut on Beam } 882.24

ONE, OR TWO DECKED, THREE DECKED VESSEL,
 SPAR, OR AWNING DECKED VESSEL.
 Half Breadth (moulded) 16.9
 Depth from upper part of Keel to top of Upper Deck Beams 19.2
 Girth of Half Midship Frame (as per Rule) .. . 31.7
 1st Number 67.8
 1st Number, if a 3-Decked Vessel .. deduct 7 feet
 Length 242.66
 2nd Number 16452
 Proportions— Breadths to Length 7.1
 Depths to Length—Upper Deck to Keel 12.6
 Main Deck ditto

Master C Boniface
 Built at 72nd Shields
 When built 1883 Launched 1st Jan. 1883
 By whom built J & W Smith
 Owners J Scullion Sons & Co
 Residence London
 Port belonging to London
 Destined Voyage West Indies
 If Surveyed while Building, Afloat, or in Dry Dock.
 while building

LENGTH on deck as per Rule 142 Feet. 7 Inches. BREADTH—Moulded 33 Feet. 10 Inches. DEPTH top of Floors to Upper Deck Beams 17 Feet. 6 Inches. Do. do. Main Deck Beams 17 Feet. 6 Inches. Power of Engines 150 Horse. N^o. of Decks with flat laid one N^o. of Tiers of Beams one

Dimensions of Ship per Register, length, 243.7 breadth, 34.3 depth, 17.5

KEEL, depth and thickness 8 1/2 x 2 1/2
 STEM, moulding and thickness 8 x 2 1/2
 STERN-POST for Rudder do. do. 8 x 5
 " " for Propeller 8 x 5
 Distance of Frames from moulding edge to moulding edge, all fore and aft 23

FRAMES, Angle Iron, for 3/4 length amidships .. 4 3 7 4 3 7
 Do. for 1/2 at each end 4 3 6 4 3 6
 REVERSED FRAMES, Angle Iron 3 3 6 3 3 6
 FLOORS, depth and thickness of Floor Plate at mid line for half length amidships .. 20 1/2 8 20 1/2 8
 " thickness at the ends of vessel 7
 " depth at 3/4 the half-bdth. as per Rule .. 10 1/2 7 10 1/2 7
 " height extended at the Bilges 4 3 4 1

BEAMS, Upper, Spar, or Awning Deck } 6 x 3 x 8 5 1/2 3 8
 single or double Ang. Iron, Plate or Tee Bulb Iron }
 single or double Angle Iron on Upper edge }
 Average space on every frame

BEAMS, Main, or Middle Deck }
 single or double Ang. Iron, Plate or Tee Bulb Iron }
 single or double Angle Iron on Upper Edge }
 Average space

BEAMS, Lower Deck }
 single or double Ang. Iron, Plate or Tee Bulb Iron }
 single or double Angle Iron on Upper Edge }
 Average space

BEAMS, Hold, or Orlop }
 single or double Ang. Iron, Plate or Tee Bulb Iron }
 single or double Angle Iron on Upper Edge }
 Average space alternate frames

KEELSONS Centre line, single or double plate, box, or intercostal, Plates .. 16 12 16 12
 " Rider Plate 11 12 11 12
 " Bulb Plate to Intercostal Keelson
 " Angle Irons 5 3 1/2 9 5 3 1/2 9
 " Double Angle Iron Side Keelson
 " Side Intercostal Plate 8
 " do. Angle Irons 5 3 1/2 9 5 3 1/2 9
 " Attached to outside plating with angle iron 3 3 7 3 3 7

ILGE Angle Irons 5 3 1/2 9 5 3 1/2 9
 " do. Bulb Iron 8 8 8 8
 " do. Intercostal plates riveted to plating for
 ILGE STRINGER Angle Irons 5 3 1/2 9 5 3 1/2 9
 Intercostal plates riveted to plating for
 IDE STRINGER Angle Irons

he FRAMES extend in one length from {
 he REVERSED ANGLE IRONS on floors and frames extend {
 EELSONS. Are the various lengths of Plates and Angle Irons properly connected? yes And butts properly shifted? yes

LATING. Garboard, double riveted to Keel, with rivets 1/8 in. diameter, averaging 5 1/2 ins. from centre to centre.
 " Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 3/8 x 3/4 in. diameter, averaging 3 1/2 x 3 ins. from centre to centre.
 " Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/8 x 3/4 in. diameter averaging 3 1/2 x 3 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 or single riveted; with rivets 3/8 x 3/4 in. diameter, averaging 3 1/2 x 3 ins. from cr. to cr.
 " Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 1/8 x 3/4 in. diameter, averaging 3 1/2 x 3 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 1/2 length amidships.
 " Butts of Main Stringer Plate, treble riveted for 1/2 length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for 1/2 length.
 " Breadth of laps of plating in double riveting 5 1/4 x 4 1/2 Breadth of laps of plating in single riveting

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Treble & double No. of Breasthooks, 4 Crutches, 3
 That description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Best.
 Manufacturer's name or trade mark, J & W Smith, Shields, Don & Co, & Dorman Long & Co
 The above is a correct description.
 Builder's Signature, J & W Smith

Surveyor's Signature, John H Heck.
 Surveyor to Lloyd's Register of British and Foreign Shipping.

ROBERT EDMUND TAYLOR & SON Commercial and General Steam Printers, 19, Old Street, Goswell Road, E.C., London.

Lloyd's Register

2021

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

Surveyor's Signature, John H Heck.

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DEPTH Moulded 18.5

Flat Keel Plates, breadth and thickness
 PLATES in Garboard Strakes, br'dth & thickness 34 11 34 11
 " From Garboard to upper part of Bilges 9 x 10 9 x 10
 " Of d'bling at Bilge, or increased thickness, and length applied 1/2 length 2 Strakes increased 1/2
 " From up. prt of Bilge to l. edge of Sh'rstrake 9 x 10 9 x 10
 " Main Sheerstrake, breadth and thickness
 " Of d'bling at Sh'stk. & lng. applied
 " From M'n. to Up. or Spar Dk. Sh'rstrake
 " Up. or Spar Dk Sh'rstrake, br'dth & thicken'ss .. 36 14 36 14
 Butt Straps to outside plating, breadth & thickness 17 1/2 10 15 1/2 8 16 1/2 9 15 1/2 8
 Lengths of Plating 6 frames 5 frames
 Shifts of Plating, and Stringers 46 + more 46
 Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness .. 34 10 34 10
 Angle Iron on ditto 5 x 3 1/2 x 9 5 x 3 1/2 x 9
 Tie Plates fore and aft, outside Hatchways
 Diagonal Tie Plates on Beams No. of Pairs
 Flat of Up., Spar, or Awning Dk. Iron (entire) .. 6 6
 How fastened to Beams
 Stringer Plate on ends of Main or Middle Deck }
 Beams, breadth and thickness
 Is the Stringer Plate attached to the outside plating?

Angle Irons on ditto, No.
 Tie Plates, outside Hatchways
 Diagonal Tie Plates on Beams, No. of pairs
 Flat of Middle Deck* do. do.
 How fastened to Beams
 Stringer Plates on ends of Lower Deck, Hold or Orlop Beams 31 9 31 9
 Is the Stringer Plate attached to the outside plating?
 Angle Irons on ditto, No. 2 4 x 4 x 8 4 x 4 x 8
 Stringer or Tie Plates, outside Hatchways
 Flat of Lower Deck*

Ceiling betwixt Decks, thickness and material
 " in hold do. do.
 Main piece of Rudder, diameter at head 2 1/2 Fin 2 1/2
 do. at heel 5 3/4 5 3/4
 Can the Rudder be unshipped afloat?
 Bulkheads No. 4 No. per Rule 4
 " Thickness of 6 x 5
 " Height up 16 to main deck

" How secured to sides of ship double bar
 " Size of Vertical Angle Irons 3 x 3 x 6 and distance apart 30 ins.
 " Are the outside Plates doubled two spaces of Frames in length?

Riveted through plates with 3/4 in. Rivets, about 6 apart.
 " and to hold stringer alternately

Are the outside Plates doubled two spaces of Frames in length?

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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.

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*
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? *very few.*

Masts, Bowsprit, Yards, &c., are *iron & wood* 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 *Foremast Length extreme 73-6, Dia at partum 22 3/4, plates 1 5/16. Mainmast length extreme 64-0, Dia at partum 22 3/4, plates 6 5/16. Two plates in round, Seams double & butts bubble wiped, doubled at partum. Maker of material, Corbett Iron Co.*

NUMBER for EQUIPMENT 18097		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate	W'ght req'd per Rule.	Machine where Tested & Suprntd.
SAILS.							Bower Anchors					
The Sails.	Chain	270	1 7/8	61 5/8 & 43 3/8	1 7/8		(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)					
	Fore Sails,						1					
	Fore Top Sails,	75	1	27 1/2	1		1					
	Fore Topmast Stay Sails,	90	5				1					
	Towline, Hemp.	90	10		10		1					
	Main Sails,	90	8		8		1					
	Main Top Sails, and quality <i>good</i>	90	6		6		1					
							Stream Anchor					
							Kedge ...					
							2nd Kedge ...					

Standing and Running Rigging *wire & hemp* sufficient in size and *good* in quality. She has *two* Long Boats and *two* others.
The Windlass is *Harfield's* patent Capstan *good* and Rudder *good* Pumps *good*
Engine Room Skylights. How constructed? *of iron with iron shutters* How secured *in ordinary weather*? *wiped to Comings on B.D.*
What arrangements for deadlights in bad weather? *strong bulls eyes in the shutters*
Coal Bunker Openings. How constructed? *W. I. Comings* How are lids secured? *expansive & bar* Height above deck? *2-1*
Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *16 freeing ports about 2-5" x 1-5"*
Cargo Hatchways. How formed? *W. I. Comings & head lugs*
State size Main Hatch *24-9 x 12-0* Forehatch *7-6 x 7-0* Quarterhatch *24-9 x 12-0* AA *5-6 x 5-9*
If of extraordinary size, state how framed and secured? *Deep comings & wet plates.*
What arrangement for shifting beams? *FH & AH, fore & after. MH & RH. 2 wet plates & fore & after.*
Hatches, If strong and efficient? *yes solid 2 1/2 thick*

Order for Special Survey No. <i>1760</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	<i>1883 May 10. 18. 28. July 16. 17. 23. 25. 26 Aug 1. 2. 7. 11. 14. 21. 23. 27. 30. Sep 3. 12. 19. 27. 28. 2 Oct. 3. 5. 12. 19. 24. 31. Nov. 1. 2. 5. 8. 17. 22. 28. Dec. 6. 10. 14. 15. 19. 24. 27. 28</i>
Date <i>15th 420th March</i>		2nd. On the plating during the process of riveting	
Order for Ordinary Survey No. <i>1761</i>		3rd. When the beams were in and fastened, and before the decks were laid, ...	
Date <i>✓</i>		4th. When the ship was complete, and before the plating was finally coated or cemented...	
No. <i>87</i> in builder's yard.		5th. After the ship was launched and equipped	

General Remarks (State quality of workmanship, &c.) *This vessel has been constructed in accordance with the rules & the approved tracings of midship Section & longitudinal plan. She has a top gallant fore castle, bridge house & poop, 28ft, 54ft & 44ft in length respectively. Web frames are fitted in Main hold, E & B room & After hold as per plan. all tanks tested to height of load line & found satisfactory. The material & workmanship is good. One of the rudder gudgeons & stops broken in launching vessel, the was repaired by fitting a bracket gudgeon & stop to the rudder post, the vessel placed in dry dock & found otherwise uninjured. The rudder frame was also broken in launching vessel, this was repaired by partly renewing the frame & refitting & riveting the side plates. Rudder frame forming Report now returned*

* £3.3.0 for Damage Report paid 18/1/84 WLB
State if one, two, or three decked vessel, or if spar, or awning decked; and the lengths of poop, bridge, fore-castle, or raised quarter deck. (If double bottom, state particulars on separate form.)
How are the surfaces preserved from oxidation? Inside *Cement & paint* Outside *paint*
I am of opinion this Vessel should be Classed *100 A.1. One iron dk & web frames*
The amount of the Entry Fee £ *4* : - : - is received by me,
Special £ *58* : - : - *John H Heck*
(to be sent as per margin). Certificate *grat* : - : - *13/3/84*
(Travelling Expenses, if any, £ - - -)
Committee's Minute *FRIDAY 7 MARCH 1884 18*
Character assigned *100 A.1. 1 Dk Iron & Web frames*