

NWC792-0073

# IRON SHIP.

(Received at London Office) MONDAY 6 OCT 1884

No. 14896 Survey held at

Newcastle

Date, First Survey 24<sup>th</sup> June

Last Survey 1<sup>st</sup> October

1884

On the

Iron Sailing Ship "Sextonian" (Barques)

Tonnage under Tonnage Deck	855.81
Ditto of Third, Spar, or Awning Deck	
Ditto of Poop, or Raised Q. Dk.	47.55
Ditto of Houses on Deck	24.19
Ditto of Forecastle	
Gross Tonnage	937.55
Less Crew Space	38.08
Less Engine Room	
Register Tonnage as out on Beam	899.47

ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING-DECKED VESSEL.

Half Breadth (moulded)	16.25
Depth from upper part of Keel to top of Upper Deck Beams	22.37
Girth of Half Midship Frame (as per Rule)	34.08
1st Number	42.70
1st Number, if a 3-Decked Vessel deduct 7 feet	
Length	181.29
2nd Number	18179
Proportions— Breadths to Length	5.57
Depths to Length— Upper Deck to Keel	8.10
Main Deck ditto	5

Master *J. W. Bull*  
 Built at *Newcastle*  
 When built *1884* Launched *9<sup>th</sup> Oct 1884*  
 By whom built *Palmer & Co*  
 Owners *J. M. Gardiner & Co*  
 Residence *101, Dale Street, Liverpool*  
 Port belonging to *Liverpool*  
 Destined Voyage *Valparaiso*  
 If Surveyed while Building, Afloat, or in Dry Dock. *While building & afloat*

Official Number

LENGTH on deck as per Rule	181.29	BREADTH— Moulded	22.5	DEPTH top of Floors to Upper Deck Beams	20.0	Power of Engines		Horse		Nº. of Decks with flat laid	one	Nº. of Tiers of Beams	two
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Dimensions of Ship per Register, length, 191.5 breadth, 32.8 depth, 19.8

	Inches in Ship			Inches per Rule			Flat Keel Plates, breadth and thickness							
	Inches	Inches	16ths	Inches	Inches	16ths	Inches	16ths	Inches	16ths	Inches	16ths	Inches	16ths
KEEL, depth and thickness	8	2	3/8	8	2	3/8								
STEM, moulding and thickness	7 1/2	2	3/8	7 1/2	2	3/8								
STERN-POST for Rudder do. do.	8	2	1/2	7 1/2	2	3/8								
" " for Propeller														
Distance of Frames from moulding edge to moulding edge, all fore and aft	23			23										
FRAMES, Angle Iron, for 2/3 length amidships	4 1/2	3	8	4 1/2	3	8								
Do. for 1/3 at each end	4 1/2	3	7	4 1/2	3	7								
REVERSED FRAMES, Angle Iron	3	3	7	3	3	7								
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	28 1/2	x	9	22 1/2	x	9								
" thickness at the ends of vessel			7			4								
" depth at 3/4 the half-bdth. as per Rule	10 1/2			11 1/4										
" height extended at the Bilges	50			45										
BEAMS, Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	7 1/2	x	7	7 1/2	x	7								
Single or double Angle Iron on Upper edge	3	3	6	3	3	6								
Average space	46			46										
BEAMS, Main, or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron														
Single or double Angle Iron, on Upper Edge														
Average space														
BEAMS, Lower Deck— Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	8	x	8	8	x	8								
Single or double Angle Iron on Upper Edge	3	3	6	3	3	6								
Average space	46			46										
BEAMS, Hold, or Orlop— Single or d'ble Ang. Iron, Plate or Tee Bulb Iron														
Single or double Angle Iron on Upper Edge														
Average space														
KEELSONS Centre line, single or double plate, box, or Intercostal, Plates	14	x	11	14	x	11								
" Rider Plate	10 1/2	x	11	10 1/2	x	11								
" Bulb Plate to Intercostal Keelson														
" Angle Irons	5	3 1/2	7	5	3 1/2	7								
" Double Angle Iron Side Keelson	5	3 1/2	7	5	3 1/2	7								
Walls Side Intercostal Plate			6			6								
" do. Angle Irons														
" Attached to outside plating with angle iron														
BILGE Angle Irons	5	3 1/2	7	5	3 1/2	7								
" do. Bulb Iron														
" do. Intercostal plates riveted to plating for length														
BILGE STRINGER Angle Irons	5	3 1/2	7	5	3 1/2	7								
Intercostal plates riveted to plating for length														
SIDE STRINGER Angle Irons														

State clearly where plating is of alternate thickness—as distinguished from d. finished thickness at ends of vessel. \* If Iron Deck, state if whole or part, and if wood deck to laid thereon.

The FRAMES extend in one length from *Keel* to *Gunwale* Riveted through plates with *3/8* in. Rivets, about *6 1/2* apart.

The REVERSED ANGLE IRONS on floors and frames extend *across* middle line to *lower deck stringer* 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 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* 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 *12* 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* in. diameter, averaging *3 1/2* ins. from cr. to cr.

" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets *3/8* in. diameter, averaging *3 1/2* 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 *12* length amidships. Butts of Upper or Spar Sheerstrake, treble riveted *12* length amidships.

" Butts of Main Stringer Plate, treble riveted for *12* length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for *12* length.

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

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? *as per rule* No. of Breasthooks, *6* Crutches, *4*

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

Manufacturer's name or trade mark. *Palmer's Stamp*

The above is a correct description.

Builder's Signature, *W. Harrison* Surveyor's Signature, *R. Williamson*

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

Form No. 1 for Iron Ships—1500—2784—Transfer Ink.

**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? *A 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 72' 1/2" formed with three plates in the round 5/16 x 3/4 in thickness, with three angle irons 2 1/2 x 3/4 on the inside of the whole length. Mainmast 73' 5" three plates in the round 5/16 x 3/4 in thickness with angle irons 3 1/2 x 3/4 on the inside extending the whole length. Mizzenmast 71' 8" formed with two plates in the round 5/16 x 3/4 in thickness. Butts double riveted. Edges double riveted. Material Pohorica Co.*

NUMBER for EQUIPMENT	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprtd.	ANCHORS.					
								N <sup>o</sup> .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested & Suprtd.	
	Chain	270	1 1/2	47 1/2	46 1/2	270 x 1 1/2		Bower Anchors	1	26-1-14	25-18-0-14	25-2-0	
	Fore Sails,												
	Fore Top Sails,	Iron Stream Chain	75	1 1/4	13 1/2	20 1/2	75 x 1 1/4		1	26-0-21	25-15-1-7	25-2-0	
	Fore Topmast Stay Sails,	or Steel Wire											
	Main Sails,	or Hempen Strm Cable	90	10	Manilla	90 x 10			1	22-2-14	22-16-3-14	21-5-0	
	Main Top Sails,	Towline, Hemp	90	8		90 x 8							
	and	or Steel Wire	90	5		90 x 5							
		Hawser	90	4 1/2				Stream Anchor	1	8-2-14	10-5-0-0	8-2-0	
		Warp	90	4 1/2				Kedge	1	4-2-7	6-18-3-0	4-1-0	
		quality	120	3 1/2				2nd Kedge	1	2-1-7	4-17-2-0	2-1-0	

Standing and Running Rigging *Iron and Hemp* sufficient in size and *good* in quality. She has *one* Long Boat and *3* Pumps  
 The Windlass is *Iron Patent* Capstan *2 in* and Rudder *good* Pumps *3 in number*  
 Engine Room Skylights.—How constructed? *✓* How are lids secured? *✓* Height above deck? *✓*  
 What arrangements for deadlights in bad weather? *✓*

Coal Bunker Openings.—How constructed? *✓* How are lids secured? *✓* Height above deck? *✓*  
 Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Four ports and four scuppers*

Cargo Hatchways.—How formed? *Iron coverings*  
 State size Main Hatch *11' 6" x 8' 0"* Forehatch *8' 0" x 8' 0"* Quarterhatch *8' 0" x 8' 0"*

If of extraordinary size, state how framed and secured? *✓*  
 What arrangement for shifting beams? *Shifting beams and wood fore and aft*  
 Hatches, If strong and efficient? *Solid 2 1/2 thick*

Order for Special Survey No.	Date	Order for Ordinary Survey No.	Date	No.	in builder's yard.	DATES of Surveys held while building as per Section 18.	1st.	2nd.	3rd.	4th.	5th.
1801	13 <sup>th</sup> June 1884	✓	271	542			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
							1884 June 24. 30 July 1. 4. 10. 28. 29	Augt 1. 5. 7. 11. 12. 14. 18. 25. 29.	Sept. 3. 4. 9. 11. 15. 19. 22. 25. 29	Oct. 1	

State dates of letters respecting this case

**General Remarks** (State quality of workmanship, &c.) *This is a two decked vessel built in accordance with the approved tracing, forwarded with the Newcastle Submarine Report No. 17874, and in other respects in conformity with the Rules and the Secretary's letter dated 16<sup>th</sup> May 1884.*  
*She has a full poop 26 feet long, and a fore-castle (open) 22 feet long. The scantlings of the masts, yards, bowsprit and standing rigging are in accordance with the sizes given on the accompanying rigging plan.*  
*The workmanship throughout is good.*  
*Stern post Rudder frame & Stem forging Report now forwarded*

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 *Paint* Outside *Paint*

I am of opinion this Vessel should be Classed *100A1*  
 The amount of the Entry Fee .....£ 3 : - : - *is received by me, W. W. S.*  
 Special .....£ 44 : 19 : - *no receipt*  
 Certificate .....£ : - : - *no receipt*  
 (to be sent as per margin). Certificate .....£ : - : - *no receipt*  
 (Travelling Expenses, if any, £ - - -)

Committee's Minute *TUESDAY 7 OCT 1884* 18  
 Character assigned *100A1*  
*J. A. O. C. I.*  
*188 (Gen) 2613.*  
*R. Williams*  
 Surveyor to Lloyd's Register of British and Foreign Shipping.  
 It is submitted that the vessel appears eligible to be classed 100A.1. as recommended.  
 15th Oct 1884  
 Lloyd's Register Foundation  
 6710784