

IRON SHIP.

(Received at London Office,

3960

No. 3970 Survey held at Plymouth Date, First Survey Dec 16 1889 Last Survey Feb 17 1890

On the Iron Bk "Serenia"

TONNAGE under 481
Tonnage Deck
Ditto of Third, Spar, or Awning Deck.
Ditto of Poop, or Raised Qr. Dk.
Ditto of Houses on Deck
Ditto of Forecastle
Gross Tonnage 523
Less Crew Space

Less Engine Room
Register Tonnage as cut on Beam

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

Half Breadth (moulded) Feet.

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

Girth of Half Midship Frame (as per Rule)

1st Number

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

Length

2nd Number

Proportions— Breadths to Length.

Depths to Length—Upper Deck to Keel.

Main Deck ditto

Master A. H. Fox

Built at Birkenhead

When built 1864 Launched 7m.

By whom built E. R. Glover

Owners A. H. Fox

Residence

Port belonging to Plymouth

Destined Voyage No fixed

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

Dry dock (E. W.)

LENGTH	Feet.	Inches.	BREADTH—	Feet.	Inches.	DEPTH top of Floors to Upper	Feet.	Inches.	Power of	Horse.	Nº. of Decks with flat laid	Nº. of Tiers of Beams
on deck as per Rule	153	4	Moulded	27	4	Deck Beams	17	5	Engines		one	2
Do. do. Main Deck Beams												
Dimensions of Ship per Register, length, breadth, depth,												
KEEL, depth and thickness	6 3/4	2 1/2		6 3/4	2 1/2							
STEM, moulding and thickness	6 3/4	2 1/2		6 3/4	2 1/2							
STERN-POST for Rudder do. do.	8	2 1/2		6 3/4	2 1/2							
" " for Propeller												
Distance of Frames from moulding edge to moulding edge, all fore and aft	23			23								
FRAMES, Angle Iron, for 1/2 length amidships	3 1/2	2 3/4		3 1/2	2 3/4							
Do. for 1/2 at each end	2 3/4	2 3/4		2 3/4	2 3/4							
REVERSED FRAMES, Angle Iron	2 3/4	2 3/4		2 3/4	2 3/4							
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships												
" thickness at the ends of vessel												
" depth at 3/4 the half-bdth. as per Rule												
" height extended at the Bilges												
BEAMS, Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	7 1/2	7 1/2		7 1/2	7 1/2							
Single or double Angle Iron on Upper edge	2 3/4	2 3/4		2 3/4	2 3/4							
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	7 1/2	7 1/2		7 1/2	7 1/2							
Single or double Angle Iron on Upper Edge	2 3/4	2 3/4		2 3/4	2 3/4							
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 Intercoastal Plates												
" Rider Plate												
" Bulb Plate to Intercoastal Keelson	4	3		4	3							
" Angle Irons												
" Double Angle Iron Side Keelson												
" Side Intercoastal Plate												
" do. Angle Irons												
" Attached to outside plating with angle iron												
BILGE Angle Irons												
" do. Bulb Iron												
" do. Intercoastal plates riveted to plating for length												
BILGE STRINGER Angle Irons	double L	4 x 3 x 7/16										
Intercoastal plates riveted to plating for length												
SIDE STRINGER Angle Irons	double L	4 x 3 x 7/16										

The FRAMES extend in one length from Keel to gunwale Riveted through plates with 3/4 in. Rivets, about 6 apart.

The REVERSED ANGLE IRONS on floors and frames extend in 2 middle line to Guntho to height of and to hold on alternately

KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? 7-2-2 And butts properly shifted? 7-2-1

PLATING. Garboard, double riveted to Keel, with rivets 1 3/4 in. diameter, averaging 4 1/2 in. from centre to centre.

" Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 3/4 in. diameter, averaging 2 3/4 ins. from centre to centre.

" Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 in. diameter averaging 2 3/4 ins. from centre to centre.

" Butts of Strakes at Bilge for length, treble riveted with Butt Straps thicker than the plates they connect.

" Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 3/4 in. diameter, averaging 2 3/4 ins. from cr. to cr.

" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets in. diameter, averaging ins. from cr. to cr.

" Edges of Main Sheerstrake, double or single riveted. Double Upper Sheerstrake, double or single riveted.

" Butts of Main Sheerstrake, treble riveted for length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.

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

" Breadth of laps of plating in double riveting Breadth of laps of plating in single riveting

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Double No. of Breasthooks, Crutches,

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

Manufacturer's name or trade mark.

The above is a correct description.

Builder's Signature, Surveyor's Signature, W. M. Dava. Surveyor to Lloyd's Register of British and Foreign Shipping.

Workmanship. Are the butts of plating planed or otherwise fitted?

Do the edges of the ~~metal~~ ^{plates} 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?

solid

Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other?

Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces?

Do any rivets break into or through the seams or butts of the plating?

Masts, Bowsprit, Yards, &c., are now 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

NUMBER for EQUIPMENT

SAILS.	CABLES, &c.	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.
No. 1	Chain						Bower Anchors					
Fore Sails,	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)						(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	3				
Fore Top Sails,	Iron Stream Chain											
Fore Topmast Stay Sails,	or Steel Wire											
	or Hempen Strm Cable											
Main Sails,	Towline, Hemp.						Stream Anchor	1				
	or Steel Wire						Kedge	1				
Main Top Sails,	Hawser						2nd Kedge	1				
and	Warp											
	quality											

Standing and Running Rigging is sufficient in size and good in quality. She has one Long Boat and two life boats

The Windlass is good Capstan good and Rudder good Pumps 2 n.

Engine Room Skylights. How constructed?

How secured in ordinary weather?

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?

Freeing ports with flaps

Cargo Hatchways. How formed?

of iron

State size Main Hatch

Forehatch

Quarterhatch

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams?

Hatches, If strong and efficient?

yes

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. On the several parts of the frame, when in place, and before the plating was wrought
- 2nd. On the plating during the process of riveting
- 3rd. When the beams were in and fastened, and before the decks were laid....
- 4th. When the ship was complete, and before the plating was finally coated or cemented..
- 5th. After the ship was launched and equipped

Iron Dec 16th 1889 to Feb 17th 1890

State dates of letters respecting this case

General Remarks (State quality of workmanship, &c.)

The scantlings were taken show but slight reduction from original thickness & the vessel is in a good & efficient condition & eligible in my opinion to retain her class.

State if one, two, or three decked vessel, or if spar, or awning decked; and the lengths of poop, bridge, forecabin, 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

* A 1

The amount of the Entry Fee

£ 3 : 0 :

is received by me,

£ 6 - 18 -

Special

£ 3 : 3 :

4613 1890

(to be sent as per margin). Certificate

(Travelling Expenses, if any, & Spar Make

Committee's Minute

Character assigned

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

