

# IRON SHIP.

o. 12989 Survey held at *Sunderland* Date, First Survey *May 6<sup>th</sup> 1882* Last Survey *7<sup>th</sup> December 1882*  
 the *Iron Screw Steamer* *Caerloch* and *N<sup>o</sup> 2*

ANNAGE under Tonnage Deck } 553 41  
 of Third, Spar, Hatchways } 3 83  
 of Awning Deck }  
 of Roop, or Bridge } 92 32  
 raised Gr. Dk. } 3 91  
 of Houses } 2 57  
 on Deck }  
 of Forecastle } 18 84  
 ss Tonnage } 717 18  
 Crew Space } 25 75  
 691 33  
 Engine Room } 229 47  
 Master Tonnage } 461 86  
 cut on Beam }

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

Half Breadth (moulded) . . . . . 15 0  
 Depth from upper part of Keel to top of Upper Deck Beams 14 29  
 Girth of Half Midship Frame (as per Rule) . . . . . 26 67  
 1st Number . . . . . 55 96  
 1st Number, if a 3-Decked Vessel . . deduct 7 feet  
 Length . . . . . 178 6  
 2nd Number . . . . . 999 4  
 Proportions— Breadths to Length . . . . . 5 and under 6  
 Depths to Length—Upper Deck to Keel . . . . . 12 11 13  
 Main Deck ditto . . . . .

Master *J. Beynon*  
 Built at *Sunderland*  
 When built *1882* Launched *4/10/82*  
 By whom built *J. Priestman & Co.*  
 Owners *J. B. Nicol*  
 Residence *Abenden*  
 Port belonging to *Abenden*  
 Destined Voyage *Abenden*  
 If Surveyed while Building, Afloat, or in Dry Dock.

NGTH Feet. Inches. BREADTH Feet. Inches. DEPTH top of Floors to Upper Deck Beams Feet. Inches. Power of Engines . . . . . 88 N<sup>o</sup>. of Decks with flat laid N<sup>o</sup>. of Tiers of Beams

Dimensions of Ship per Register, length, *180 5* breadth, *31 25* depth, *13 0*

KEEL, depth and thickness . . . . . 12 2 1/2  
 IRON, moulding and thickness . . . . . 6 3/4 x 2 1/2  
 IRON-POST for Rudder do. do. . . . . 6 3/4 x 4 1/2  
 " " for Propeller . . . . . 22  
 Distance of Frames from moulding edge to moulding edge, all fore and aft . . . . . 22

CLASSES, Angle Iron, for 1/2 length amidships . . . . . 3 1/2 3 6  
 Do. for 1/4 at each end . . . . . 3 1/2 3 5  
 REVERSED FRAMES, Angle Iron . . . . . 3 2 1/2 5  
 FLOORS, depth and thickness of Floor Plate . . . . . 1 1/2 7  
 at mid line for half length amidships . . . . . 6  
 thickness at the ends of vessel . . . . . 7 1/2  
 depth at 3/4 the half-bdth. as per Rule . . . . . 7 1/2  
 height extended at the Bilges . . . . . 7 1/2

AMS, Upper, Spar, or Awning Deck . . . . . 5 1/2 3 7  
 Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron . . . . . 4 1/2 3 7  
 Angle or double Angle Iron on Upper edge . . . . . 22  
 Average space . . . . . 22  
 AMS, Main, or Middle Deck . . . . .  
 Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron . . . . .  
 Angle or double Angle Iron on Upper Edge . . . . .  
 Average space . . . . .  
 AMS, Lower Deck . . . . .  
 Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron . . . . .  
 Angle or double Angle Iron on Upper Edge . . . . .  
 Average space . . . . .  
 AMS, Hold, or Orlop . . . . .  
 Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron . . . . .  
 Angle or double Angle Iron on Upper Edge . . . . .  
 Average space . . . . .

ELSONS Centre line, single or double plate, box, or Intercoastal, Plates . . . . . 17 8 12 9  
 Rider Plate . . . . . 8 1/2 9 8 1/2 9  
 Bulb Plate to Intercoastal Keelson . . . . . 4 3 6 4 3 6  
 Angle Irons . . . . .  
 Double Angle Iron Side Keelson . . . . .  
 Side Intercoastal Plate . . . . .  
 do. Angle Irons . . . . .  
 Attached to outside plating with angle iron . . . . .

ELGE Angle Irons . . . . . 4 3 6 4 3 6  
 do. Bulb Iron . . . . .  
 do. Intercoastal plates riveted to plating for length . . . . .  
 ELGE STRINGER Angle Irons . . . . . 4 3 6 4 3 6  
 Intercoastal plates riveted to plating for length . . . . .  
 DE STRINGER Angle Irons . . . . . 4 3 6 4 3 6

FRAMES extend in one length from *Keel* to *Gunwall*  
 REVERSED ANGLE IRONS on floors and frames extend from middle line to *above Hold Stringer angle* and to *Upper 5<sup>th</sup>*  
 ELSONS. 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 in. diameter, averaging 5 ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 3/4 in. diameter, averaging 3 1/2 ins. from centre to centre.  
 Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 in. diameter averaging 3 ins. from centre to centre.  
 Butts of *Gun* Strakes at Bilge for *half* length, treble riveted with Butt Straps *7* 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 3 1/2 ins. from cr. to cr.  
 Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 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 *half* 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 *half* length.  
 Breadth of laps of plating in double riveting *4 1/2* Breadth of laps of plating in single riveting *2 1/2*  
 Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? *Double & treble* No. of Breasthooks, *4* Crutches, *3*  
 at description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c. *Plates from Rolling Mills &c.*  
 manufacturer's name or trade mark, *Angels & Wear Rolling Mills &c.* Forgings *C. H. Read &c.* Johnson & Ray  
 The above is a correct description.  
 Owner's Signature, *John Priestman* Surveyor's Signature, *James Williams*  
 Surveyor to Lloyd's Register of British and Foreign Shipping.



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 facing surfaces? *Yes*

Do any rivets break into or through the seams or butts of the plating? *a few at the butts only*

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

NUMBER for EQUIPMENT  
SAILS.

No. Fore Sails, Fore Top Sails, Fore Topmast Stay Sails, Main Sails, Main Top Sails, and

Fathoms. Inches. Test per Certificate. Inches per Rule. Machine where Tested & Suprntd.

ANCHORS.

No. Weight. Ex. Stock. Test per Certificate. W'ght req'd per Rule. Machine where Tested & Suprntd.

Standing and Running Rigging *G.I. Wire* sufficient in size and *Good* in quality. She has *One* Long Boat and *Two* others

The Windlass is *Harfield 4C* Capstan *One* and Rudder *Good* Pumps *Three*

Engine Room Skylights. How constructed? *Wood* How secured in ordinary weather? *Hand Screws*

What arrangements for deadlights in bad weather? *Solid Shutters with bulls eyes* How are lids secured? *Hatch bars* Height above deck? *12' 8 1/2"*

Coal Bunker Openings. How constructed? *Iron* Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Scuppers, Ports and Mooring Pipes*

Cargo Hatchways. How formed? *Iron Plates and angles in the usual manner* State size Main Hatch *18'-4" x 12'-0"* Forehatch *9'-2" x 9'-0"* Quarterhatch *20'-2" x 12'-0"*

If of extraordinary size, state how framed and secured? *Web-Plate beams. Wood fore and afters*

Hatches, If strong and efficient? *2 1/2 for solid strong and efficient*

Order for Special Survey No. *3099* Date *16 March 82* Order for Ordinary Survey No. *2* Date *16 March 82* No. *2* in builder's yard.

General Remarks (State quality of workmanship, &c.) *Strong and Efficient*

This vessel has been built in accordance with approved tracings of Midship Section, Profile and Pumping arrangement, Secretarys letter dated 5 May 1882 and in general conformity with the Rules

She has a Forecastle, Bridge and Raised Quarter Deck of the following respective lengths 21'-4", 18'-4" and 93'-6"

She has a double bottom in the Fore, Main and After Holds particulars of which will be found on form attached to this report. The After Peak also is intended as a trimming tank the whole of these have been pressed with a head of water to height of Load Line and proved efficient: the Collision Bulkhead has been tested in accordance with the rules

The Anchors and Chains were used in launching

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 up to bidge Paint above* Outside *Paint*

I am of opinion this Vessel should be Classed *100 A1 Raised Quarter Deck*

The amount of the Entry Fee ... £ 5 : 0 : 0 is received by me, *SW*

Special ... £ 34 : 11 : 0 15th Decr. 1882.

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

(Travelling Expenses, if any, £ )

Committee's Minute

Character assigned

Friday, 22nd December 18 82.

*100 A1*

*15th Decr*

Surveyor to Lloyd's Register of British and Foreign Shipping

This vessel appears to be eligible

to be classed 100 A1 as recommended

15th (Iron)

Lloyd's Register

Foundation

Particulars appended 21/12/82