

IRON SHIP.

FRIDAY 29 JUNE 1883

No. *13148* Survey held at *Sunderland* Date, First Survey *August 25/82* Last Survey *27th June* 18

On the *Iron Screw Steamer "Frisco"* Yard No. *1919* Master *J. Turrista*

TONNAGE under Tonnage Deck *2147.87*
Ditto of Third, Spar, or Awning Deck. *49.34*

Ditto of Poop, or Raised Qr. Dk. *4.16*
Ditto of Houses *18.36*
Chart on Deck *18.36*
Ditto of Forecastle

Gross Tonnage *2217.73*
Less Crew Space *44.78*

Less Engine Room *709.67*
Register Tonnage as cut on Beam *1463.28*

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

Half Breadth (moulded) *19.9*
Depth from upper part of Keel to top of Upper Deck Beams *18.57*

Girth of Half Midship Frame (as per Rule) *33.9*
1st Number *72.17*

1st Number, if a 3-Decked Vessel deduct 7 feet *283.5*
Length *204.60*

2nd Number *204.60*
Proportions— Breadths to Length *7 and under 7 1/2*

Depths to Length— Upper Deck to Keel *11 1/2*
Main Deck ditto *15 1/2*

Built at *Sunderland*
When built *1883* Launched *5 May 1883*

By whom built *J. Priestman & Co.*
Owners *Sanjines Sobreros*

Residence *Bilbao*
Port belonging to *Bilbao*

Destined Voyage *Not yet fixed*
If Surveyed while Building, Afloat, or in Dry Dock.

While building, afloat in dry dock

LENGTH on deck as per Rule *283* Feet. *6* Inches. BREADTH Moulded *39* Feet. *10* Inches. DEPTH top of Floors to Upper Deck Beams *23* Feet. *5 1/2* Inches. Do. do. Main Deck Beams *16* Feet. *5 1/2* Inches. Power of Engines *200* Horse. No. of Decks with flat laid *Two* No. of Tiers of Beams *Three*

Dimensions of Ship per Register, length, *285.2* breadth, *40.1* depth, *23.5*

	Inches in Ship.	Inches per Rule.		Inches in Ship.	Inches per Rule.
KEEL, depth and thickness	<i>9 x 2 1/2</i>	<i>9 x 2 1/2</i>	Flat Keel Plates, breadth and thickness	<i>36</i>	<i>1</i>
STEM, moulding and thickness	<i>9 x 5 1/2</i>	<i>9 x 5 1/2</i>	PLATES in Garboard Strakes, br'dth & thickness	<i>48</i>	<i>12</i>
STERN-POST for Rudder do. do.	<i>24</i>	<i>24</i>	From Garboard to upper part of Bilges	<i>118/10</i>	<i>11/40</i>
" for Propeller	<i>24</i>	<i>24</i>	Of d'bling at Bilge, or increased thickness, and length applied	<i>11/40</i>	<i>11/40</i>
Distance of Frames from moulding edge to moulding edge, all fore and aft	<i>24</i>	<i>24</i>	From up. prt of Bilge to l.r. edge of Sh'rstrake	<i>40</i>	<i>13</i>
FRAMES, Angle Iron, for 1/2 length amidships	<i>4 1/2</i>	<i>3</i>	Main Sheerstrake, breadth and thickness	<i>40</i>	<i>13</i>
Do. for 1/2 at each end	<i>4 1/2</i>	<i>3</i>	Of d'bling at Sh' strk. & lng. applied <i>3/4</i>	<i>8</i>	<i>8</i>
REVERSED FRAMES, Angle Iron	<i>3</i>	<i>3</i>	From M'n. to Up. or Spar Dk. Sh'rstrake	<i>40</i>	<i>11</i>
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	<i>22 1/2</i>	<i>9</i>	Up. or Spar Dk Sh'rstrake, br'dth & thickn'ss	<i>40</i>	<i>11</i>
thickness at the ends of vessel	<i>11 1/4</i>	<i>7</i>	Butt Straps to outside plating, breadth & thickness	<i>9 1/4</i>	<i>21</i>
depth at 3/4 the half-bdth. as per Rule	<i>11 1/4</i>	<i>7</i>	Lengths of Plating	<i>50</i>	<i>10</i>
height extended at the Bilges	<i>Twice amidships depth</i>		Shifts of Plating, and Stringers	<i>50</i>	<i>10</i>
BEAMS, Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<i>3</i>	<i>3</i>	Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness	<i>4 x 4 x 9</i>	<i>4 x 4 x 9</i>
Single or double Angle Iron on Upper edge	<i>48</i>	<i>48</i>	Angle Iron on ditto	<i>4 x 4 x 9</i>	<i>4 x 4 x 9</i>
Average space	<i>7 1/2</i>	<i>3</i>	Tie Plates fore and aft, outside Hatchways	<i>14.28</i>	<i>8</i>
BEAMS, Main, or Middle Deck at Hatchways Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<i>4 1/2</i>	<i>3</i>	Diagonal Tie Plates on Beams No. of Pairs	<i>3 1/2</i>	<i>3 1/2</i>
Single or double Angle Iron on Upper Edge	<i>4</i>	<i>4</i>	Flat of Up., Spar, or Awning Dk. <i>4. Pine</i>	<i>3 1/2</i>	<i>3 1/2</i>
Average space	<i>24</i>	<i>24</i>	How fastened to Beams	<i>Nut & screw bolts</i>	
BEAMS, Lower Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<i>10 1/2</i>	<i>10</i>	Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness	<i>41</i>	<i>10</i>
Single or double Angle Iron on Upper Edge	<i>4 1/2</i>	<i>4</i>	Is the Stringer Plate attached to the outside plating?	<i>Yes</i>	
Average space	<i>10 1/2</i>	<i>10</i>	Angle Irons on ditto, No. <i>Two</i>	<i>4 x 4 x 9</i>	<i>4 x 4 x 9</i>
BEAMS, Hold, or Orlop Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<i>4 1/2</i>	<i>4</i>	Tie Plates, outside Hatchways	<i>4 x 4 x 9</i>	<i>4 x 4 x 9</i>
Single or double Angle Iron on Upper Edge	<i>17</i>	<i>13</i>	Diagonal Tie Plates on Beams, No. of pairs	<i>6</i>	<i>6</i>
Average space	<i>17</i>	<i>13</i>	Flat of Middle Deck do. <i>Iron</i>	<i>6</i>	<i>6</i>
KEELSONS Centre line, single or double plate, box, or intercostal, Plates	<i>11 1/4</i>	<i>13</i>	How fastened to Beams	<i>Riveted</i>	
Rider Plate	<i>5 1/2</i>	<i>4</i>	Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	<i>35</i>	<i>9</i>
Bulb Plate to Intercostal Keelson	<i>5 1/2</i>	<i>4</i>	Is the Stringer Plate attached to the outside plating?	<i>Yes</i>	
Angle Irons	<i>5 1/2</i>	<i>4</i>	Angle Irons on ditto, No. <i>3 8/4</i>	<i>4 x 4 x 9</i>	<i>4 x 4 x 9</i>
Double Angle Iron Side Keelson	<i>5 1/2</i>	<i>4</i>	Stringer or Tie Plates, outside Hatchways	<i>5 1/2 x 4 x 9</i>	<i>5 1/2 x 4 x 9</i>
Side Intercostal Plate	<i>5 1/2</i>	<i>4</i>	Flat of Lower Deck	<i>3 1/2 x 3 1/2 x 7</i>	<i>3 1/2 x 3 1/2 x 7</i>
do. Angle Irons	<i>3</i>	<i>3</i>	Ceiling betwixt Decks, thickness and material	<i>2 1/2</i>	<i>Batten & space</i>
Attached to outside plating with angle iron	<i>5 1/2</i>	<i>4</i>	" in hold do. do.	<i>2 1/2</i>	<i>Batten & space</i>
BILGE Angle Irons	<i>9 1/2</i>	<i>9</i>	Main piece of Rudder, diameter at head	<i>7</i>	<i>7</i>
do. Bulb Iron	<i>9 1/2</i>	<i>9</i>	do. at heel	<i>3 1/2</i>	<i>3 1/2</i>
do. Intercostal plates riveted to plating for half length	<i>5 1/2</i>	<i>4</i>	Can the Rudder be unshipped afloat?	<i>Yes</i>	
BILGE STRINGER Angle Irons	<i>9 1/2</i>	<i>9</i>	Bulkheads No. <i>4</i> No. per Rule <i>4</i>		
Bulb (Intercostal plates riveted to plating for 3/5 length)	<i>5 1/2</i>	<i>4</i>	Thickness of <i>5/8</i> to <i>5/8</i>		
SIDE STRINGER Angle Irons	<i>5 1/2</i>	<i>4</i>	Height up <i>3</i> to <i>Spar deck</i> <i>8</i> to <i>main deck</i>		

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

The REVERSED ANGLE IRONS on floors and frames extend from *Middle line* to *Main deck* and to *Spar deck* 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 *4* 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* 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 *Four* Strakes at Bilge for *half* length, treble riveted with Butt Straps *1/6* thicker than the plates they connect.

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

Butts of Main Sheerstrake, treble riveted for *half* length amidships. Butts of Upper or Spar Sheerstrake, *treble riveted whole length amidships*

Butts of Main Stringer Plate, treble riveted for *half* 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* to *6 1/2* Breadth of laps of plating in single riveting *To all fore & aft stringers*

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

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

Manufacturer's name or trade mark, *Stockton, N.S. Co. & West Works, S. Co. For Angles, T-jacks &c.*

The above is a correct description. Builder's Signature, *J. Priestman* Mayor's Signature, *J. Priestman* 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 say 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 single pieces*
Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? *Fairly so*
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 in butts only.*

Masts, Bowsprit, Yards, &c., are *of Iron* 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 *For auxiliary purposes only.*
Fore Mast. Length 74' 10" by 22 3/4. Plates two to the round 5/8 to 7/8. Seams double riveted.
Main Mast do 65-6 by 19 do do 5/8 to 7/8. Butts treble above wedging, & doubled in way of same.

NUMBER for EQUIPMENT	24429	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.	CABLES, &c.	270	1 13/16	82 3/4 Tons	270 - 1 13/16	31 Jan/83	Bower Anchors	11607	33-0-14	30-19-1-14	32-0-0	2 Mar/83
Fore Sails,	Chain	75	1 1/2	34 1/2 Tons	75 - 1 1/2	6 Mar/83	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	11644	31-3-7	30-0-2-14	31-0-0	9 Mar/83
Fore Top Sails,	Iron Stream Chain	75	1 1/2	22 3/4 Tons	75 - 1 1/2	6 Mar/83	11488	28-1-0	27-6-1-0	28-1-0	6 Feb/83	12
Fore Topmast Stay Sails,	or Steel Wire						River Near Commission					J. Hartness.
	or Hempen Str											
	Cable											
	Towline, Hemp.	90	4	33 Tons	90 x 4		Stream Anchor	11604	11-1-0	13-2-2-0	10-2-0	2 Mar/83
Main Sails,	or Steel Wire	90	9 1/2		90 x 9 1/2		Kedge	11605	5-1-14	7-14-0-7	5-1-0	2 Mar/83
Main Top Sails,	Hawser	90	7 1/2		90 x 7 1/2		2nd Kedge	11606	2-1-21	5-0-0-0	2-2-0	2 Mar/83
and	Warp											
	quality											

Standing and Running Rigging *Ed. wire & rope* sufficient in size and good in quality. She has *Two* Long Boat and *Two* others
The Windlass is *Emerson & Walkers* Capstan *4 ft m. m. ch.* and Rudder *Good* Pumps *Four hand pumps.*

Engine Room Skylights.—How constructed? *Tank bolted to iron ceiling* How secured in ordinary weather? *Hand screws.*

What arrangements for deadlights in bad weather? *Bulls eyes in flaps of Engine Room Skylight.*

Coal Bunker Openings.—How constructed? *Cast iron* How are lids secured? *Hatches & bars* Height above deck? *10 inches*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea?
Has open bulwarks with iron stanchions and rail bars.

Cargo Hatchways.—How formed? *Iron plates and angles*
State size Main Hatch *26 ft by 13 ft* Fore hatch *18 ft by 12 ft* Quarter hatch *20 ft by 13 ft*

If of extraordinary size, state how framed and secured? *Main hatch and long after hatch, have two deep web plate beams, fore hatch and after hatch have one deep*

What arrangement for shifting beams? *web plate beam fitted, all with three tiers of wood fore & afters.*

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

Order for Special Survey No. <i>3113</i>	1st. On the several parts of the frame, when in place, and before the plating was wrought	<i>Built under S.P. and Surveyed 1882 August 25</i>
Date <i>4 Aug 82</i>	2nd. On the plating during the process of riveting	<i>28 Sept. 14 11 16 21 25 28 30 Oct. 5 16 23 28 Nov. 4 13 18 21</i>
Order for Ordinary Survey No. <i>3113</i>	3rd. When the beams were in and fastened, and before the decks were laid....	<i>Dec. 4 11 14 18 22 23 Jan. 5 15 16 18 22 25 30 Feb. 16 21 24 27</i>
Date <i>4 Aug 82</i>	4th. When the ship was complete, and before the plating was finally coated or cemented..	<i>20 23 28 March 5 16 20 29 April 26 11 14 23 24 May 1 23 27</i>
No. <i>6</i> in builder's yard.	5th. After the ship was launched and equipped	<i>28 June 4 12 18 19 20 23</i>

General Remarks (State quality of workmanship, &c.) *Rough in finish but strong and efficient.*

This vessel is built in accordance with the approved tracings attached, showing mid section, profile and pumping plans, in general conformity to the Rules and with reference to the Secretaries letters dated 12th & 13th Oct 14th & 29th Sep 1882 and 29th Jan 7 1883.

She has been constructed with flat double bottom for water ballast, this has been tested as required by the Rules and found efficient. Particulars of same being attached on printed slip
This is a sharp decked vessel having main deck wholly of iron and Bridge 36 ft long not enclosed.

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 and paint* Outside *Paint*

I am of opinion this Vessel should be Classed *100 A Sharp decked.*

The amount of the Entry Fee ... £ *5* - - - is received by me, *J. Shilston*

Special ... £ *49* : 6 : 6 *28 June 1883*

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

Travelling Expenses, if any, £ ...

Committee's Minute

Character assigned

TUESDAY 3 JULY 1883 18