

IRON OR STEEL SHIP.

(Received at London Office) MURS 5 JUNE 1890

15570

Date of writing Report

Port of

No. 15510 Survey held at Sunderland Date, First Survey

Last Survey 17 May 1890

On the Iron sailing ship "Royal George"

Rig Ship

TONNAGE under
Tonnage Deck
Do. between Tonnage Dk.
and 3rd, 4th, Spar or
Awning Dk.
Total under Upper Dk. 1334
Do. of Poop
Do. of Raised Qr.
Dk. or Break
Do. of Bridge House
Do. of Houses on Deck
Do. of excess of Hatchways
Do. of Forecastle
Gross Tonnage 1452
Less Crew Space
Register Tonnage
as cut on Beam 1404
Less Engine Room

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

Half Breadth (moulded)
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 216.0
2nd Number
Proportions— Breadths to Length 5.68
Depths to Length—Upper Deck to Keel 9.0
Main Deck ditto

Master J Partridge
Year of appointment (1) As master in service of
owner of present vessel:—18
(2) As master of this
vessel:—18
Built at London
When built 1864 **Launched** 2nd Nov.
By whom built Westwood Baillie & Co
Owners M Diamond Greenshields & Co
Managers
(If desired to be entered in Reg. Book.)
Residence Liverpool
Port belonging to Liverpool
Destined Voyage Valparaiso
Is Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as 216 **BREADTH—** Moulded... 38 **DEPTH** top of Floors to Upper Deck Beams 24 **Power of Engines** ... **N^o. of Decks with flat laid** Two
per Rule ... **Do. do. Main Deck Beams** ... **N^o. of Tiers of Beams** Two

| Feet. Inches. | | Feet. Inches. | | Feet. Inches. | | Feet. Inches. | | Feet. Inches. | | Feet. Inches. | | Feet. Inches. | | Feet. Inches. | | Feet. Inches. | |
|---|--------|---------------|--------|---------------|--------|---------------|--------|---------------|--------|---------------|--------|---------------|--------|---------------|--------|---------------|--------|
| Length | Inches | Breadth | Inches | Depth | Inches | Power | Inches | Decks | Inches | Beams | Inches | Plating | Inches | Plating | Inches | Plating | Inches |
| Dimensions of Ship per Register, length, <u>221.3</u> breadth, <u>38.4</u> depth, <u>22.9</u> | | | | | | | | | | | | | | | | | |
| KEEL , depth and thickness | | | | | | | | | | | | | | | | | |
| STEM , moulding and thickness | | | | | | | | | | | | | | | | | |
| STERN-POST for Rudder do. do. | | | | | | | | | | | | | | | | | |
| " " for Propeller | | | | | | | | | | | | | | | | | |
| Distance of Frames from moulding edge to moulding edge, all fore and aft | | | | | | | | | | | | | | | | | |
| FRAMES , Angle Iron, for $\frac{3}{4}$ length amidships | | | | | | | | | | | | | | | | | |
| Do. for $\frac{1}{4}$ at each end | | | | | | | | | | | | | | | | | |
| REVERSED FRAMES , Angle Iron | | | | | | | | | | | | | | | | | |
| FLOORS , depth and thickness of Floor Plate at mid line for half length amidships | | | | | | | | | | | | | | | | | |
| " thickness at the ends of vessel | | | | | | | | | | | | | | | | | |
| " depth at $\frac{3}{4}$ 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 | | | | | | | | | | | | | | | | | |
| Single or double Angle Iron on Upper edge | | | | | | | | | | | | | | | | | |
| Average space | | | | | | | | | | | | | | | | | |
| 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 | | | | | | | | | | | | | | | | | |
| Single or double Angle Iron on Upper Edge | | | | | | | | | | | | | | | | | |
| Average space | | | | | | | | | | | | | | | | | |
| 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 | | | | | | | | | | | | | | | | | |
| " 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 | | | | | | | | | | | | | | | | | |
| Intercoastal plates riveted to plating for length | | | | | | | | | | | | | | | | | |
| SIDE STRINGER Angle Irons | | | | | | | | | | | | | | | | | |

The **FRAMES** extend in one length from _____ to _____
The **REVERSED ANGLE IRONS** on floors and frames extend _____ middle line to _____ and to _____ alternately
KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? _____ And butts properly shifted? _____
PLATING. Garboard, double riveted to Keel, with rivets _____ in. diameter, averaging _____ ins. from centre to centre.
" **Edges of Garboards** and to upper part of Bilge, worked clencher, double riveted; with rivets _____ in. diameter, averaging _____ ins. from centre to centre.
" **Butts from Keel to turn of Bilge**, worked carvel, double riveted; with rivets _____ in. diameter averaging _____ 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 _____ in. diameter, averaging _____ 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. **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? _____ 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, George Harrison
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 carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies?

Are the fillings between the ribs and plates solid single pieces?

to plate, &c., conform well to each other?

from the faying surfaces?

Do the holes for riveting plate to frames, butt straps, or plate

Are the rivet holes well and sufficiently countersunk in the plate and punched

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

Masts, Bowsprit, Yards, &c., are

in

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 Equip- ment | CABLES, &c. | | | Test per Certificate. Tons. | Fathoms & Inches per Rule. | Machine where Tested and Superintendent, also Name of Chain Maker. | ANCHORS. | | Weight. Ex. Stock. | Test per Certificate | W'ght. req'd per Rule. | Machine where Tested and Superintendent, also Name of Anchor Maker. |
|--------------------------------|---|----------|---------|-----------------------------------|----------------------------------|--|--|-------------------------------|-----------------------|-------------------------|---------------------------|---|
| | Number of Certificate. | Fathoms. | Inches. | | | | Number of Certificate (State if any and | which Anchors are Stockless.) | | | | |
| Letter for do. | | | | | | | | | | | | |
| N. SAILS. | | | | | | | | | | | | |
| Fore Sails, | | | | | | | | | | | | |
| Fore Top Sails, | | | | | | | | | | | | |
| Fore Topmast Stay Sails, | Iron Stream Chain or Steel Wire .. } | | | | | | | | | | | |
| Main Sails, | Hempen Str'm Cable | | | | | | | | | | | |
| Main Top Sails, and quality | TOWLINE— Hemp or Steel Wire. | | | | | | | | | | | |
| | Hawser | | | | | | | | | | | |
| | Warp | | | | | | | | | | | |
| | | | | | | | Collective Weights | | | | | |
| | | | | | | | Stream | | | | | |
| | | | | | | | Kedge | | | | | |
| | | | | | | | 2nd Kedge.... | | | | | |

Standing and Running Rigging sufficient in size and in quality. She has Long Boat and

The Windlass is Capstan and Rudder Pumps

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?

Cargo Hatchways.—How formed?

Hatches, If strong and efficient?

State size Main Hatch

Forehatch

Quarterhatch

If of extraordinary size, state
how framed and secured ...)

What arrangement for shifting beams?

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

Total No. of Visits

State dates of letters respecting this case

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

How are the surfaces preserved from oxidation?

Inside

Outside

Particulars for Record in R.B.—Length of Poop ft., R.Q.D. ft, Bridge Dk., ft., F'castle ft.; No. of Dks. (excluding spar, awn, &c.)

Material of dks. If spar, awn, dk., &c. Material of spar, awn, dk., &c.; No. of tiers of beams (with and without dks. laid)

Official No.; Signal Letters

If double bottom, state particulars on separate form.

I am of opinion this Vessel should be Classed

The amount of the Entry Fee

is received by me,

Special

18

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

Travelling Expenses, if any, £ ...

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

Committee's Minute

TUES 10 JUNE 1890

FRI 21 AUG 1891

TUES. 22 MAR 1892

Character assigned

Lloyd's Register
Foundation