

IRON OR STEEL SHIP.

(Received at London Office) MURS 5 JUNE 1890

15570

Date of writing Report

Port of

Sunderland

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 }
 Less Engine Room }
 Register Tonnage }
 as cut on Beam } 1404

ONE, OR TWO DECKED, THREE DECKED VESSEL,
 SPAR, OR AWNING-DECKED VESSEL.
 Feet.
 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 and
 Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule ... 216 0
 BREADTH—Moulded... 38 0
 DEPTH top of Floors to Upper Deck Beams ... 24 0
 Do. do. Main Deck Beams ...
 Power of Engines ...
 Horse ...
 N° of Decks with flat laid ...
 N° of Tiers of Beams ...

Dimensions of Ship per Register, length, 221.3 breadth, 38.4 depth, 22.9

	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.
KEEL, depth and thickness	10 x 2 1/2	9 x 2 1/2	10 x 3	9 x 2 1/2	10 x 3	9 x 2 1/2		
STEM, moulding and thickness	10 x 3	9 x 2 1/2	10 x 3	9 x 2 1/2				
STERN-POST for Rudder do. do.	10 x 3	9 x 2 1/2						
" " for Propeller								
Distance of Frames from moulding edge to moulding edge, all fore and aft	20	24						
FRAMES, Angle Iron, for 2/3 length amidships	5 3 9	5 3 8						
Do. for 1/3 at each end	5 3 8	5 3 7						
REVERSED FRAMES, Angle Iron	5 3 8	5 3 7						
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	24 9	24 9						
" thickness at the ends of vessel								
" depth at 2/3 the half-bdth. as per Rule								
" height extended at the Bilges								
BEAMS, Upper, Spar, or Awning Deck	8 8	8 8						
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	3 1/2 3 6	3 1/2 3 7						
Single or double Angle Iron on Upper edge	40	48						
Average space								
BEAMS, Main, or Middle Deck	8 1/2 8	9 9						
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	5 1/2 3 6	5 1/2 3 7						
Single, or double Angle Iron, on Upper Edge	40	48						
Average space								
BEAMS, Lower Deck	8 1/2 8	9 9						
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	5 1/2 3 6	5 1/2 3 7						
Single or double Angle Iron on Upper Edge	40	48						
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 Intercostal, Plates	39	12 38	9					
" Rider Plate	15	10 16	9					
" Bulb Plate to Intercostal Keelson			9 9					
" Angle Irons	5	4 9 4 1/2 3 1/2	8					
" Double Angle Iron Side Keelson			8					
" Side Intercostal Plate			8					
" do. Angle Irons	5	3 1/2 8 4 1/2 3 1/2	8					
" Attached to outside plating with angle iron	3 1/2 3 1/2 7	3 1/2 3 1/2 7	8					
BILGE Angle Irons	5	3 1/2 8 4 1/2 3 1/2	8					
" do. Bulb Iron								
" do. Intercostal plates riveted to plating for length								
BILGE STRINGER Angle Irons	5	3 1/2 8 4 1/2 3 1/2	8					
Intercostal plates riveted to plating for length								
SIDE STRINGER Angle Irons								

The FRAMES extend in one length from _____ to _____ Riveted through plates with _____ in. Rivets, about _____ apart.
 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.

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



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?

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 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

Table with columns: Number for Equipment, Letter for do., CABLES, &c. (Number of Certificate, Fathoms, Inches), Test per Certificate, Fathoms & Inches per Rule, Machine where Tested and Superintendent, ANCHORS (Number of Certificate, Weight, Ex. Stock, Test per Certificate, W'ght req'd per Rule, Machine where Tested and Superintendent), SAILS (Fore Sails, Fore Top Sails, Fore Topmast Stay Sails, Main Sails, Main Top Sails, and quality, Iron Stream Chain or Steel Wire, Hempen Str'm Cable, TOWLINE-Hemp or Steel Wire, Hawser, Warp).

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?

Table with columns: 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.)

Reference should be made to any correspondence connected with the case.

Certificate to be sent to

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

