

IRON SHIP.

No. *3679* Survey held at *Barrow*

Date, First Survey *17th April*

(Received at Lloyd's) *THURSDAY 25 OCT 1883*

On the *S. S. Mount Edgcumbe*

Last Survey *August 30th 1883*

TONNAGE under Tonnage Deck *1342.87*
 Ditto of Third Space *133.18*
 Ditto of Deck, or Raised Qr. Dk. *115.27*
 Ditto of Houses *4.13*
 Ditto of Forecastle *34.30*
 Gross Tonnage *1666.97*
 Less Crew Space *59.16*
 Net Tonnage *1607.78*
 Less Engine Room *533.43*
 Net Tonnage as out on Beam *1074.35*

ONE, OR TWO DECKED, THREE DECKED VESSEL,
 SPAN, OR AWAKE-DECKED VESSEL.
 Half Breadth (moulded) *19.00*
 Depth from upper part of Keel to top of Upper Deck Beams *20.46*
 Girth of Half Midship Frame (as per Rule) *36.25*
 1st Number *75.71*
 1st Number, for 3-Decked Vessel *do not exist*
 Length *258.5*
 2nd Number *19577*
 Proportions— Breadths to Length *6.80*
 Depths to Length—Upper Deck to Keel *12.62*
 Main Deck *do not exist*

Master *F. C. Grimsby*
 Built at *Barrow in Furness*
 When built *1883* Launched *28 August*
 By whom built *Barrow Shipbuilding Co.*
 Owners *Mount Edgcumbe & Co. (Ld.)*
 Residence *Plymouth*
 Port belonging to *Plymouth*
 Destined Voyage *Glasgow (For Machinery)*
 Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule *258.5* BREADTH—Moulded *38.0* DEPTH top of Deck to Upper Deck Beams *17* Do. do. Main Deck Beams *46* Power of Engines *185* Horse. *185* N° of Decks with flat laid *One* N° of Tiers of Beams *Two*

Dimensions of Ship per Register, length, *260.1* breadth, *38.2* depth, *17.4*
 KEEL, depth and thickness *Side keel*
 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...
 REVERSED FRAMES, Angle Iron...
 RS, depth and thickness of Floor Plate...
 thickness at the ends of vessel...
 depth at $\frac{3}{4}$ the half-bdth. as per Rule...
 height extended at the Bilges...

S, Upper, or Lower Deck...
 S, Middle Deck...
 S, Lower Deck...
 S, Hold, or Orlop...
 S, Centre line, single or double plate...
 Rider Plate...
 Angle Irons...
 Double Angle Iron Side Keelson...
 Side Keelson Plate...
 Attached to outside plating with angle iron...
 KEELSONS...
 LARGE STRINGER Angle Irons...
 INTERCOSTAL PLATES riveted to plating for $\frac{1}{2}$ length...
 DE STRINGER Angle Irons...
 FRAMES extend in one length from *Bilge to Bilge* to *gunwale*

REVERSED ANGLE IRONS on floors and frames extend *from middle line to main deck* and to *lower deck* alternately
 KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? *Yes* And butts properly shifted? *Yes*
 LATING. Garboard, double riveted to Keel, with rivets $\frac{1}{8}$ in. diameter, averaging $\frac{5}{2}$ ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets $\frac{3}{4}$ in. diameter, averaging $\frac{3}{4}$ ins. from centre to centre.
 Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets $\frac{3}{4}$ in. diameter averaging $\frac{3}{4}$ ins. from centre to centre.
 Butts of *4* Strakes at Bilge for $\frac{1}{2}$ length, treble riveted with Butt Straps $\frac{1}{4}$ thicker than the plates they connect.
 Edges from Bilge to Main Sheerstrake, worked clencher, double *or single* riveted; with rivets $\frac{1}{8}$ in. diameter, averaging $\frac{3}{4}$ ins. from cr. to cr.
 Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets $\frac{1}{8}$ in. diameter, averaging $\frac{3}{4}$ ins. from cr. to cr.
 Edges of Main Sheerstrake, double *or single* riveted.
 Butts of Main Sheerstrake, *double* riveted for $\frac{1}{2}$ length amidships.
 Butts of Main Stringer Plate, treble riveted for $\frac{1}{2}$ length amidships.
 Breadth of laps of plating in double riveting $\frac{5}{6}$ Breadth of laps of plating in single riveting *do not exist*

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double *or single* Riveted? *Yes* No. of Breasthooks, *5* Crutches, *3*
 What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *Best*
 Manufacturer's name or trade mark, *Stockton West March*
 The above is a correct description.

Builder's Signature, *R. J. L. Lawrence* Surveyor's Signature, *J. Lawrence*
 ROBERT ROBERT TAYLOR & SON Commercial and General Steam Printers, 19, Old Street, Goswell Road, E.C., London.

Lloyd's Register of British and Foreign Shipping
 1036-0220

Workmanship.

Are the butts of plating planed or otherwise fitted? *Hand*
 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 faying surfaces? *Yes*
 Do any rivets break into or through the seams or butts of the plating? *A few*

Masts, ~~Bowsprit~~, Yards, &c., are *new* in *good* condition, and sufficient in size and length. If of Iron or Steel give Serial No. of Certificate, & Name of Superintendent.
 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 and if stamped with Maker's name.

State also Length and Diameter of Lower Masts and Bowsprit.
Fore Mast h'd to hounds 62'0" x 22' x 6'6 5/16" Iron 2 plates in the round edges
Main " " " 55'4" x 22' x 6'6 5/16" double butt tube and double iron
Topmasts and Yards Wood Schooner Rigged.

NUMBER for EQUIPMENT 21528		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.	Mach Tested
SAILS.												
No.	CABLES, &c.											
On Fore Sails,	Chain	270	1 3/4	7 1/8	270-1 3/4	7 1/8	Bower Anchors		30.0.14	28.14.1.14	30.0.0	2 N
Fore Top Sails,	Iron Stream Chain	75	1 1/4	30.3/10	75-1 1/4	30.3/10	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)		30.0.0	28.12.2.0	30.0.0	2
Fore Topmast Stay Sails,	or Steel Wire								36.0.14	25.14.1.14	25.2.0	2
	or Hempen Strm Cable											
	Towline, Warp											
Main Sails,	or Steel Wire	90	3 1/2	26.10.10	90-3 1/2	26.10.10	Stream Anchor		9.2.0	11.11.0	9.2.0	11
Main Top Sails,	Hawser	75	3 1/2	12 1/2			Kedge		43.0	72.2.0	4.3.0	7
	Warp	90	3 1/2	12 1/2			2nd Kedge		22.0	50.0.0	2.2.0	5
	quality <i>Good</i>	90	8									
Standing and Running Rigging	<i>Wire & Hemp</i>	90	6 1/2									

The Windlass is *Iron* Capstan *Wine* and Rudder *Good* Pumps *As approved*

Engine Room Skylights.—How constructed? *Trak on Iron Arming* How secured in ordinary weather? *Rolls*

Coal Bunker Openings.—How constructed? *Hatch* How are lids secured? *bottom down* Height above deck? *3'0" & 2'*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *6 Ports, 5 pipes & 6 scuppers on*

Cargo Hatchways.—How formed? *Iron Curving*

State size *Main Hatch 16.0 x 16.0 No 1 No 2 24.0 x 16.0 No 3 4.0 x 16.0 No 4 16.0 x 16.0 Quarter hatch 24.0 x 16.0 No 5 4.0 x 6.0 No 6*

If of extraordinary size, state how framed and secured? *Usual size*

What arrangement for shifting beams? *Web plates & shifting beams*

Hatches, If strong and efficient? *Yes (Solid)*

Order for Special Survey No. *34* Date *19 Feb 1883*

Order for Ordinary Survey No. *34* Date *19 Feb 1883*

No. *112* in builder's yard. DATES of Surveys held while building as per Section 18.

State dates of letters respecting this case *19 Feb 23 April + 12 June 1883*

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

The Workmanship is very good. She is built in accordance with the approved tracings attached.

Poop h'd to 16'0" forward of Stern post 7'0" high P. G. Deck 100'0" x 3'9" high

Bridge Deck 56'0" x 7'0" high Forecastle 26'6" x 6'9" high

State of one, two, or three decked vessel, or if open, or running decked; and the lengths of poop, bridge, fore-castle, or raised quarter deck. (If possible bottom, state particulars on separate form.)

How are the surfaces preserved from oxidation? Inside *Days Patent Cement & Paint* Outside *Paint*

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

The amount of the Entry Fee£ 4 : 0 : 0 is received by me, *J. Lawrence*

Special£ 65 : 4 : 0 13th Oct 1883

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

(Travelling Expenses, if any, £ ...).

Committee's Minute

Character assigned