

IRON SHIP.

BOX CASE Iron 1902

No. 13655 Survey held at North Shields
On the Iron Ketch Rigged ss "Lizzie & Annie"

Date, First Survey 5th April

Last Survey 24th July

18

Master John Tarbert

TONNAGE under Tonnage Deck 98.71

Area of Third, Spar, or Awning Deck
Area of Deck, or Raised Or. Deck
Area of House on Deck
Area of Forecastle

ss Tonnage 98.71

ss Crow Space 4.62

ss Engine Room 31.69

ss Tonnage as cut on Beam 62.10

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

HALF BREADTH (moulded) 9.6

DEPTH from upper part of Keel to top of Upper Deck Beams 9.0

GIRTH of Half Midship Frame (as per Rule) 16.3

1st NUMBER 34.75

1st NUMBER, if a 2 DECKED VESSEL, deduct 7 feet

LENGTH 89

2nd NUMBER 3092

PROPORTIONS—Breadths to Length 4.6

Depths to Length—Upper Deck to Keel 9.8

Main Deck ditto

Built at North Shields

When built 1877 Launched 25th June

By whom built J. Softley & Sons

Owners J. H. Williams & Co.

Port belonging to Liverpool

Destined Voyage France

If Surveyed while Building, Afloat, or in Dry Dock.

While Building

LENGTH in deck as per Rule 89 0 BREADTH—Moulded 19 0 DEPTH top of Floors to Upper Deck Beams 8 12 Power of Engines 25 No. of Decks with flat laid One No. of Tiers of Beams One

Dimensions of Ship per Register, length, 90.1 breadth, 19.15 depth, 8.35

SEL, depth and thickness 6 x 1 1/2

TEM, moulding and thickness 5 1/2 x 1 1/2

TERN-POST for Rudder do. do. 5 1/2 x 2 1/2

for Propeller 5 1/2 x 2 1/2

Distance of Frames from moulding edge to moulding edge, all fore and aft 20

FRAMES, Angle Iron, for 1/2 length amidships 2 1/2 x 2 1/2

Do. for 1/4 at each end 2 1/2 x 2 1/2

VERSED FRAMES, Angle Iron 2 1/2 x 2 1/2

FLOORS, depth and thickness of Floor Plate 10 1/2

at mid line for half length amidships 4

thickness at the ends of vessel 4

depth at 1/2 the half-bdth. as per Rule 5 1/2

height extended at the Bilges 2 1/2

AMS, Upper, Spar, or Awning Deck 5 3 7

Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron 5 3 7

Angle or double Angle Iron on Upper edge 40

Average space 40

AMS, Main, or Middle Deck 2 1/2 x 2 1/2

Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron 2 1/2 x 2 1/2

Angle or double Angle Iron on Upper edge 3 3 6

Average space 3 3 6

AMS, Lower Deck, Hold, or Orlop 3 3 6

Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron 3 3 6

Angle or double Angle Iron on Upper edge 3 3 6

Average space 3 3 6

KEELSONS Centre line, single or double plate, box, or Intercostal, Plates 7 1/2 6 7 1/2 6

Rider Plate 6 3/4 6 6 3/4 6

Bulb Plate to Intercostal 3 3 6 3 3 6

Angle Irons 3 3 6 3 3 6

Double Angle Iron Side 3 3 6 3 3 6

Side Intercostal Plate 3 3 6 3 3 6

do. Angle 3 3 6 3 3 6

Attached to outside plating 3 3 6 3 3 6

UPPER STRONGER Angle Irons 3 3 6 3 3 6

do. Bulb Iron 3 3 6 3 3 6

do. Intercostal plates riveted to plating for length 3 3 6 3 3 6

LOWER STRONGER Angle Irons 3 3 6 3 3 6

Intercostal plates riveted to plating for length 3 3 6 3 3 6

DE STRONGER Angle Irons 3 3 6 3 3 6

Intercostal plates riveted to plating for length 3 3 6 3 3 6

FRAMES extend in one length from Keel to Gunwale

REVERSED ANGLE IRONS on floors and frames extend across middle line to upper part of bilge on and to every frame 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 7/8 in. diameter, averaging 1 1/2 ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 5/8 in. diameter, averaging 2 1/2 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 5/8 in. diameter averaging 2 1/2 ins. from centre to centre.

Butts of one Strake at Bilge for half length, treble riveted with Butt Straps 1/16 thicker than the plates they connect.

Edges from bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 5/8 in. diameter, averaging 2 1/2 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 5/8 in. diameter, averaging 2 1/2 ins. from cr. to cr.

Flat Keel Plates, breadth and thickness 39 6 30 6

PLATES in Garboard Strakes, breadth and thickness 39 6 30 6

ness from Garboard to upper part of Bilges 5 5

of doubling at Bilge, or increased thickness, and length applied 5 5

fm up. part of Bilge to l. edge of Sh'rstrake. 5 5

Main Sheerstrake, breadth and thickness 30 6 30 6

of d'bling at Sh'rstrake, & length applied 30 6 30 6

from Mn. to Up. or Spar Dk. Sh'rstrake. 30 6 30 6

Up. or Spar Dk. Sh'rstrake, brdth & thickness 30 6 30 6

Butt Straps to outside plating, breadth & thickness 8 5 7 8 5 7

Lengths of Plating 10 8 4 4

Shifts of Plating, and Stringers 3 4 3 4

Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness 20 6 20 6

Angle Iron on ditto 3 x 3 x 6 3 x 3 x 6

Tie Plates fore and aft, outside Hatchways 3 x 3 x 6 3 x 3 x 6

Diagonal Tie Plates on Beams No. of Pairs 3 x 3 x 6 3 x 3 x 6

Planksheer material and scantling 3 x 3 x 6 3 x 3 x 6

Waterways do. do. Iron Gutter 2 1/2 2 1/2

Flat of Upper Deck do. do. Yellow Pine 2 1/2 2 1/2

How fastened to Beams 2 1/2 2 1/2

Stringer Plate on ends of Main or Middle Deck 2 1/2 2 1/2

Beams, breadth and thickness 2 1/2 2 1/2

Is the Stringer Plate attached to the outside plating? Yes

Angle Irons on ditto, No. 2 2

Tie Plates, outside Hatchways 2 2

Diagonal Tie Plates on Beams, No. of pairs 2 2

Waterways materials and scantlings 2 2

Flat of Middle Deck do. do. 2 2

How fastened to Beams 2 2

Stringer Plates on ends of Lower Deck, Hold or Orlop Beams 2 2

Is the Stringer Plate attached to the outside plating? Yes

Angle Irons on ditto, No. 2 2

Stringer or Tie Plates, outside Hatchways 2 2

Flat of Lower Deck 2 2

Ceiling betwixt Decks, thickness and material 2 2

in hold do. Baltic Pine do. 2 2

Main piece of Rudder, diameter at head 2 2

do. at heel 2 2

Can the Rudder be unshipped afloat? Yes

Bulkheads No. 3 Thickness of 4 4

Height up Two to upper deck and after one to cabin 4 4

How secured to sides of ship Double frames and brackets 4 4

Size of Vertical Angle Irons 2 1/2 x 2 1/2 x 7/8 and distance apart 28 ins. 4 4

Are the outside Plates doubled two spaces of Frames in length? Yes 4 4

Manufacturer's name or trade mark, Bell, Ridley & Bell

The above is a correct description.

Builder's Signature, (sgd) John Softley & Sons

Surveyor's Signature, (sgd) J. H. Lock

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



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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 faying surfaces? *Yes*
Do any rivets break into or through the seams or butts of the plating? *a few*
Masts, Bowsprit, Yards, &c., are *Red Pine* 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 3092		Fathoms.	Inches.	Test per Certificate.	Length of cable	Test per Certificate.	ANCHORS.	No.	Weight.	Test per Certificate.	W'ght req'd per Rule.	Machine where tested.	
SAILS.		CABLES, &c.		Chain		Bower Anchors		No.		Weight.		Machine where tested.	
No.		No.		No.		No.		No.		No.		No.	
Fore Sails,	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	120	1/6	5-12-2-0	120-1/6	5-12-2-0	1	3-1-27	5-18-3-0	3-2-0	5-18-3-0	3-2-0	5-18-3-0
Fore Top Sails,	Iron Str'm Chain			11-5-0-0		11-5-0-0	1	3-1-21	5-18-3-0	3-2-0	5-18-3-0	3-2-0	5-18-3-0
Fore Topmast Stay Sails,	Ditto do	19-6-77											
Main Sails,	Hmpn Strm Cbl	90	5 1/2	90-5 1/2			Stream	...	1	1-0-8	1-0-0		
Main Top Sails,	Hawser ...						Kedge	...	1	0-2-8	0-2-0		
and	Towlines	100	3	90-3			Ditto	...					
	Warp ...												
	quality good												

Standing and Running Rigging *wire & hemp* sufficient in size and *good* in quality. She has *one* Long Boat *one*
The Windlass is *Good* Capstan *Good* and Rudder *Good* Pumps *Good*
Engine Room Skylights. How constructed? *Iron Coamings Wood Top* How secured in ordinary weather? *bolted to angles*
What arrangements for deadlights in bad weather? *Solid shutters and bulls eyes*
Coal Bunker Openings. How constructed? *Cast Iron runs* How are lids secured? *by studs* Height above deck? *3 in*
Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *Two Port each side besides mooring pipes*
Cargo Hatchways. How formed? *Iron coamings and Lead ledges riveted together*
State size Main Hatch *13'4" x 8'* Forehatch *3'1" x 3'1"* Quarterhatch *—*
If of extraordinary size, state how framed and secured? *Ordinary size*
What arrangement for shifting beams? *Angle iron shifting beam and wood fore and after*
Hatches, If strong and efficient? *Yes*

Order for Special Survey No. *116* Date *19 Feb 1877*
Order for Ordinary Survey No. *—* Date *—*
No. *124* in builder's yard.
1st. On the several parts of the frame, when in place, and before the plating was wrought } *1877 April 5. 11. 18. 26 May 3. 7. 17*
2nd. On the plating during the process of riveting } *26 June 6. 19. 20. 25 July 6. 12. 14. 21.*
3rd. When the beams were in and fastened, and before the decks were laid. } *24*
4th. When the ship was complete, and before the plating was finally coated or cemented. }
5th. After the ship was launched and equipped

General Remarks (State quality of workmanship, &c.) *This is a one decked vessel built in accordance with the tracings attached, the Secretary's letter M of the 21st February 1877, and the Rules. Double angle irons have been fitted upon the floors for 46 ft amidships as marked in red on the sketch of midship section. The general quality of the workmanship is good.*

State if one, two, or three decked vessel, or if spar, or evening decked; and the lengths of poop, forecabin, or raised quarter deck, and the length of double, or part double bottom.

How are the surfaces preserved from oxidation? Inside *Cement and Paint* Outside *Paint*

I am of opinion this Vessel should be Classed *90A1*

The amount of the Entry Fee ... £ : : is received by me, }
Special ... £ : : 187 }
Certificate ... : : }

(Travelling Expenses, if any, £ : :)

Committee's Minute

Character assigned

(signed) *J. H. Cooke*
Surveyor to Lloyd's Register of British and Foreign Shipping.