

IRON SHIP.

(Received at London Office, 27/11/83)

No. 8546 Survey held at Greenock Date, First Survey

Last Survey 26th November 1883

On the Screw "Crown of Arragon"

TONNAGE under Tonnage Deck } 2144.64	ONE, OR TWO DECKED, THREE DECKED VESSEL,	Master <i>R. Ferguson</i>
Ditto of Third, Spar, or Awning Deck. } 58.08	SPAR, OR AWNING DECKED VESSEL.	Built at <i>Greenock</i>
Ditto of <i>Raised Or Deck</i> } 18.76	Half Breadth (moulded) 18.6	When built <i>1883</i> Launched <i>16th Oct 82</i>
Ditto of Houses on Deck } 34.66	Depth from upper part of Keel to top of Upper Deck Beams .. 26.3	By whom built <i>Scott & Co</i>
Ditto of Foremast } 2256.14	Girth of Half Midship Frame (as per Rule) .. 42.3	Owners <i>Prentice Clafferton & Co</i>
Gross Tonnage } 42.65	1st Number 89.0	Residence <i>97 Buchanan Street Glasgow</i>
Less Crew Space } 2207.49	1st Number, if a 3-Decked Vessel .. deduct 7 feet 7	Port belonging to <i>Glasgow</i>
Less Engine Room } 721.96	2nd Number 24518	Destined Voyage <i>Bombay</i>
Register Tonnage as cut on Beam } 1485.53	Length 299	Surveyed while Building, Afloat, or in Dry Dock.
	2nd Number 24518	
	Proportions— Breadths to Length 8.08	
	Depths to Length—Upper Deck to Keel 10.67	
	Main Deck ditto 14.57	

Official Number

LENGTH on deck as per Rule .. 299 0	BREADTH— Moulded... 37 0	DEPTH top of Floors to Upper Deck Beams .. 26 3	Power of Engines ... 275	Horse .. 275	Nº. of Decks with flat laid 2	Nº. of Tiers of Beams 3
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KEEL , depth and thickness	Inches in Ship.	Inches per Rule.	Flat Keel Plates, breadth and thickness
STEM , moulding and thickness... .. .			PLATES in Garboard Strakes, br'dth & thickness
STERN-POST for Rudder do. do.			From Garboard to upper part of Bilges... .. .
" " for Propeller			Of d'bling at Bilge, or increased thickness, and length applied
Distance of Frames from moulding edge to moulding edge, all fore and aft			From up. prt of Bilge to lr. edge of Sh'rstrake... .. .
			Main Sheerstrake, breadth and thickness... .. .
			Of d'bling at Sh'stk. & Ing. applied
			From M'n. to Up. or Spar Dk. Sh'rstrake... .. .
			Up. or Spar Dk Sh'rstrake, br'dth & thic'k'ns... .. .
			Butt Straps to outside plating, breadth & thickness
FRAMES , Angle Iron, for 3/4 length amidships			Lengths of Plating
Do. for 1/2 at each end			Shifts of Plating, and Stringers
REVERSED FRAMES , Angle Iron			Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness... .. .
FLOORS , depth and thickness of Floor Plate at mid line for half length amidships			Angle Iron on ditto
thickness at the ends of vessel			Tie Plates fore and aft, outside Hatchways
depth at 3/4 the half-b'dth. as per Rule			Diagonal Tie Plates on Beams No. of Pairs
height extended at the Bilges... .. .			Flat of Up., Spar, or Awning Dk.*
BEAMS, Upper, Spar, or Awning Deck } Single or d'ble Ang. Iron, Plate or Tee Bulb Iron }			How fastened to Beams
Single or double Angle Iron on Upper edge			Stringer Plate on ends of Main or Middle Deck } Beams, breadth and thickness
Average space... .. .			Is the Stringer Plate attached to the outside plating?
BEAMS, Main, or Middle Deck			Angle Irons on ditto, No.
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron }			Tie Plates, outside Hatchways
Single, or double Angle Iron, on Upper Edge			Diagonal Tie Plates on Beams, No. of pairs
Average space... .. .			Flat of Middle Deck* do. do.
BEAMS, Lower Deck—			How fastened to Beams
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron }			Stringer Plates on ends of Lower Deck, Hold or Orlop Beams
Single or double Angle Iron on Upper Edge			Is the Stringer Plate attached to the outside plating?
Average space... .. .			Angle Irons on ditto, No.
BEAMS, Hold, or Orlop—			Stringer or Tie Plates, outside Hatchways
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron }			Flat of Lower Deck*
Single or double Angle Iron on Upper Edge			
Average space... .. .			
KEELSONS Centre line, single or double plate, box, or Intercostal, Plates			Ceiling betwixt Decks, thickness and material
" Rider Plate			" in hold do. do.
" Bulb Plate to Intercostal Keelson			Main piece of Rudder, diameter at head
" Angle Irons			do. at heel
" Double Angle Iron Side Keelson			Can the Rudder be unshipped afloat?
" Side Intercostal Plate			Bulkheads No. No. per Rule
" do. Angle Irons			" Thickness of
" Attached to outside plating with angle iron			" Height up
BILGE Angle Irons			" How secured to sides of ship
do. Bulb Iron... .. .			" Size of Vertical Angle Irons and distance apart ins.
do. Intercostal plates riveted to plating for length }			" Are the outside Plates doubled two spaces of Frames in length?
BILGE STRINGER Angle Irons			
Intercostal plates riveted to plating for length }			
SIDE STRINGER Angle Irons			

See attached Report

See attached Report

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, _____

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 is 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

N ^o .	SAILS.	CABLES, &c.	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.
		60	60	1 1/16	59 1/8 - 82 3/4	27 1/4	Tipton	Bower Anchors	16232	34.0.6	31.14.1.14		Wetton
	Fore Sails,	110	110	1 1/16	63 1/4 - 88 1/2		Tipton		16232	30.0.22	28.16.1.0		
	Fore Top Sails,	75	75	1 1/16			Wetton		7926	34.0.0	31.12.2.0		Wetton
	Fore Topmast Stay Sails,	75	75	1 1/8	22 1/4 - 34 1/8	75.1/8	D. G. Lewis		16298	1.0.0		Total 97.	
	Main Sails,	90	90	1/2	100.4		R. S. Newall	Stream Anchor	7725	11.3.14	13.15.0.0	10.2.0	
	Main Top Sails,	90	90	3/4	90.9/4		Wetton	Kedge	16306	5.2.10	7.8.11.21	5.2.0	Wetton
	and	90	90	8	90.8			2nd Kedge	16221	2.2.24	5.5.0.0	2.2.0	Wetton

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?

State size Main Hatch Forehatch Quarterhatch

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams?

Hatches, If strong and efficient?

Order for Special Survey No.

Date

Order for Ordinary Survey No.

Date

No. 228 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

See attached Report

also 21st, 22nd, 23rd, 24th and 26th November 1883

State dates of letters respecting this case

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

The equipment now on board the vessel is as stated above - and the 60 Fathoms of 1 1/16 chain cable will be replaced with 60 Fathoms of 1 1/16 chain on the vessel's arrival at Liverpool - where she completes her loading for Bombay.

It is respectfully submitted that under the circumstances detailed by the builders in their application the vessel may now be considered eligible to class 100 A & subject to the equipment being made exactly in accordance with the Rules to the satisfaction of the Society's Surveyors at Liverpool upon her arrival at that port. It is also respectfully submitted that the Liverpool Surveyors should be advised accordingly.

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 Outside

I am of opinion this Vessel should be Classed * 100 A 1 (subject to the conditions stated above.)

The amount of the Entry Fee£ : : : is received by me, Special£ : : : 18

(to be sent as per margin). Certificate ... (Travelling Expenses, if any, £ ...)

Committee's Minute

Character assigned

TUESDAY 27 NOV 1883 18

100 A 1 LANCE

L. J. (Proc)

35th Nov

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

This vessel appears eligible to be classed as recommended or 100 A. provided the 60 fms of 1 1/16 cable be replaced with 60 fms of 1 1/16 as proposed. 28th (1883) 30th Nov

Lloyd's Register of Shipping

27/11/83

(The Surveyors are requested not to write on or below the space for Committee's Minute.)