

IRON SHIP.

(Received at London Office) THURSDAY 20 DEC 1883

No. 5425 Survey held at Hull Date, First Survey 6th March 83 Last Survey 30th November 1883
 On the Steel Steamer "Narciso" Yard No. 264
 Master Jones Built at Hull
 When built 1883 Launched 6th Oct
 By whom built Charles Shipbuilding & Eng^g Co
 Owners J. Wilson & Sons
 Residence Hull
 Port belonging to Hull
 Destined Voyage Atlantic
 If Surveyed while Building, Afloat, or in Dry Dock. Building and afloat

NAGE under Tonnage Deck 1403.31 **ONE, OR TWO DECKED, THREE DECKED VESSEL,**
SPAR, OR AWNING-DECKED VESSEL.
Half Breadth (moulded) 14.00 **Feet.**
Depth from upper part of Keel to top of Upper Deck Beams 21.75
Girth of Half Midship Frame (as per Rule) 35.50
1st Number 74.25
1st Number, if a 3-Decked Vessel .. deduct 7 feet
Length 97.50
2nd Number 20308
Proportions— Breadths to Length 8.0
Depths to Length— Upper Deck to Keel 12.5
Main Deck ditto 12.5

Tonnage 1862.06
Crew Space 195.86
Engine Room 1221.06
Master Tonnage as out on Beam

ENGTH Feet. Inches. 21 9 **BREADTH—** Feet. Inches. 34 0 **DEPTH** top of Floors to Upper Deck Beams 21 9 **Power of Engines** 140 **Horse.** 140 **No. of Decks with flat laid** One
on deck as per Rule 21 9 **Moulded depth** 21.1 **No. of Tiers of Beams** Two

Dimensions of Ship per Register, length 21.3 breadth 34.3 depth 19.2

KEEL, depth and thickness 3 1/2 1 1/2 **PLATES in Garboard Strakes, br'dth & thickness** 34 26 34 26
IRON-POST for Rudder do. do. 9 1/2 2 1/2 **From Garboard to upper part of Bilges** 34 26 34 26
" for Propeller 9 1/2 2 1/2 **Of d'bling at Bilge, or increased thickness, and length applied** 34 26 34 26
Distance of Frames from moulding edge to moulding edge, all fore and aft 24 inches **From up. prt of Bilge to l.r. edge of Sh'rstrake** 40 26 40 26
FRAMES, Angle Iron, for 1/2 length amidships 3 3 13 1/2 5 3 13 1/2 **Main Sheerstrake, breadth and thickness** 40 26 40 26
Do. for 1/2 at each end 3 3 13 1/2 5 3 13 1/2 **Of d'bling at Sh'stk. & lng. applied** 40 26 40 26
REVERSED FRAMES, Angle Iron 3 3 13 1/2 5 3 13 1/2 **From M'n. to Up. or Spar Dk. Sh'rstrake** 40 26 40 26
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships 3 1/2 1 1/2 **Up. or Spar Dk Sh'rstrake, br'dth & thicken'ss** 40 26 40 26
" thickness at the ends of vessel 3 1/2 1 1/2 **Butt Straps to outside plating, breadth & thickness** 40 26 40 26
" depth at 1/4 the half-bdth. as per Rule 3 1/2 1 1/2 **Lengths of Plating** 39 15 1/2 39 15 1/2
" height extended at the Bilges 3 1/2 1 1/2 **Shifts of Plating, and Stringers** 39 15 1/2 39 15 1/2
BEAMS, Upper, Spar, or Awning Deck 6 3 4 1/2 6 3 4 1/2 **Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness** 4x4 32 4x4 32
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 6 3 4 1/2 6 3 4 1/2 **Angle Iron on ditto** 4x4 32 4x4 32
Single or double Angle Iron on Upper edge 6 3 4 1/2 6 3 4 1/2 **Tie Plates fore and aft, outside Hatchways** 4x4 32 4x4 32
Average space 6 3 4 1/2 6 3 4 1/2 **Diagonal Tie Plates on Beams No. of Pairs** 4x4 32 4x4 32
BEAMS, Main, or Middle Deck 6 3 4 1/2 6 3 4 1/2 **Flat of Up., Spar, or Awning Dk.** 4x4 32 4x4 32
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 6 3 4 1/2 6 3 4 1/2 **How fastened to Beams** 4x4 32 4x4 32
Single or double Angle Iron on Upper Edge 6 3 4 1/2 6 3 4 1/2 **Stringer Plate on ends of Main or Middle Deck** 4x4 32 4x4 32
Average space 6 3 4 1/2 6 3 4 1/2 **Beams, breadth and thickness** 4x4 32 4x4 32
BEAMS, Lower Deck 6 3 4 1/2 6 3 4 1/2 **Is the Stringer Plate attached to the outside plating?** 4x4 32 4x4 32
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 6 3 4 1/2 6 3 4 1/2 **Angle Irons on ditto, No.** 4x4 32 4x4 32
Single or double Angle Iron on Upper Edge 6 3 4 1/2 6 3 4 1/2 **Tie Plates, outside Hatchways** 4x4 32 4x4 32
Average space 6 3 4 1/2 6 3 4 1/2 **Diagonal Tie Plates on Beams, No. of pairs** 4x4 32 4x4 32
BEAMS, Hold, or Orlop 6 3 4 1/2 6 3 4 1/2 **Flat of Middle Deck* do.** 4x4 32 4x4 32
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 6 3 4 1/2 6 3 4 1/2 **How fastened to Beams** 4x4 32 4x4 32
Single or double Angle Iron on Upper Edge 6 3 4 1/2 6 3 4 1/2 **Stringer Plates on ends of Lower Deck, Hold or Orlop Beams** 4x4 32 4x4 32
Average space 6 3 4 1/2 6 3 4 1/2 **Is the Stringer Plate attached to the outside plating?** 4x4 32 4x4 32
KEELSONS Centre line, single or double plate, box, or intercostal, Plates 6 3 4 1/2 6 3 4 1/2 **Angle Irons on ditto, No.** 4x4 32 4x4 32
" Rider Plate 6 3 4 1/2 6 3 4 1/2 **Tie Plates, outside Hatchways** 4x4 32 4x4 32
" Bulb Plate to Intercostal Keelson 6 3 4 1/2 6 3 4 1/2 **Diagonal Tie Plates on Beams, No. of pairs** 4x4 32 4x4 32
" Angle Irons 6 3 4 1/2 6 3 4 1/2 **Flat of Middle Deck* do.** 4x4 32 4x4 32
" Double Angle Iron Side Keelson 6 3 4 1/2 6 3 4 1/2 **How fastened to Beams** 4x4 32 4x4 32
" Side Intercostal Plate 6 3 4 1/2 6 3 4 1/2 **Stringer Plates on ends of Lower Deck, Hold or Orlop Beams** 4x4 32 4x4 32
" do. Angle Irons 6 3 4 1/2 6 3 4 1/2 **Is the Stringer Plate attached to the outside plating?** 4x4 32 4x4 32
" Attached to outside plating with angle iron 6 3 4 1/2 6 3 4 1/2 **Angle Irons on ditto, No.** 4x4 32 4x4 32
BILGE Angle Irons 6 3 4 1/2 6 3 4 1/2 **Stringer or Tie Plates, outside Hatchways** 4x4 32 4x4 32
" do. Bulb Iron 6 3 4 1/2 6 3 4 1/2 **Flat of Lower Deck*** 4x4 32 4x4 32
" do. Intercostal plates riveted to plating for length 6 3 4 1/2 6 3 4 1/2 **Ceiling betwixt Decks, thickness and material** 4x4 32 4x4 32
BILGE STRINGER Angle Irons 6 3 4 1/2 6 3 4 1/2 **" in hold do. do.** 4x4 32 4x4 32
" Intercostal plates riveted to plating for length 6 3 4 1/2 6 3 4 1/2 **Main piece of Rudder, diameter at head** 4x4 32 4x4 32
SIDE STRINGER Angle Irons 6 3 4 1/2 6 3 4 1/2 **" do. at heel** 4x4 32 4x4 32
The FRAMES extend in one length from Hull **to** Gunwale **Riveted through plates with** 7/8 **in. Rivets, about** 4 **apart.**
The REVERSED ANGLE IRONS on floors and frames extend across **middle line to** Main **and to** Gunwale **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 1 1/8 **in. diameter, averaging** 5 1/2 **ins. from centre to centre.**
" Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 7/8 **in. diameter, averaging** 3 1/2 **ins. from centre to centre.**
" Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 7/8 **in. diameter averaging** 3 1/2 **ins. from centre to centre.**
" Butts of Strakes at Bilge for half length, treble riveted with Butt Straps 7/8 **in. diameter, averaging** 3 1/2 **ins. from cr. to cr.**
" Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 7/8 **in. diameter, averaging** 3 1/2 **ins. from cr. to cr.**
" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 7/8 **in. diameter, averaging** 3 1/2 **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 half length amidships. Butts of Upper or Spar Sheerstrake, treble riveted 7/8 **length amidships.**
" Butts of Main Stringer Plate, treble riveted for half length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for 7/8 **length.**
" Breadth of laps of plating in double riveting 5 1/2 **Breadth of laps of plating in single riveting** 5 1/2
Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Yes **No. of Breasthooks, Crutches,** 3
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Belgian
Manufacturer's name or trade mark, P. H. X. and Co
The above is a correct description.
Builder's Signature, W. Pearson **Surveyor's Signature,** W. Pearson **Surveyor to Lloyd's Register of British and Foreign Shipping.**

Form No. 1 for Iron Ships
 The above is a correct description.
 Builder's Signature, W. Pearson
 Surveyor's Signature, W. Pearson
 Surveyor to Lloyd's Register of British and Foreign Shipping.
 ROBERT EDMUND TAYLOR & SON Commercial and General Steam Printers, 19, Old Street, Goswell Road, E.C.1, London.
 HULL 396-0198

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 at the butts only*

Masts, Bowsprit, Yards, &c., are *throughout* 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

For and Main pole Masts of Reg. built in accordance with the approved tracings attached and the Secretary's letter dated 30th April 1883. The material has been tested as required by the Rules, and is stamped with Maker's brand

NUMBER for EQUIPMENT		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.	Machine where Tested & Suprntd.
SAILS.							Bower Anchors					
No.	Fore Sails,						(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)					
	Fore Top Sails,											
	Fore Topmast Stay Sails,											
	Main Sails,						Stream Anchor					
	Main Top Sails,						Kedge					
	and <i>Good</i> quality <i>Good</i>						2nd Kedge					

Standing and Running Rigging *Wire & Hemp* sufficient in size and *Good* in quality. She has *Four* Long Boats and *Good*

The Windlass is *Good* Capstans *Good* and Rudder *Good* Pumps *Good*

Engine Room Skylights.—How constructed? *Ray Comings & Sons Ltd* How secured in ordinary weather? *Rolling in road top*

What arrangements for deadlights in bad weather? *Capaulins &c*

Coal Bunker Openings.—How constructed? *Ray Comings* How are lids secured? *By lugs* Height above deck? *12 inches*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Large angled ports and scuppers on each side*

Cargo Hatchways.—How formed? *Ray Comings*

State size Main Hatch *28' x 11' x 14' x 10'* Fore hatch *14' x 4'*

Quarter hatch *24' x 10' x 13' x 10' x 20' x 10'*

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

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

Hatches, If strong and efficient? *Yes*

Order for Special Survey No. *269*

Date *Feb 9. 83*

Order for Ordinary Survey No. *264*

Date *Feb 9. 83*

No. *264* in builder's yard.

State dates of letters respecting this case *12/83. 12/83. 12/83. 12/83. 12/83. 12/83. 12/83. 12/83. 12/83. 12/83.*

- 1st. On the several parts of the hull, 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

Report under Special Survey and Surveyed twice and then a run during construction between March 6th 83 and 20th November 83

General Remarks (State quality of workmanship, &c.) *This one decked vessel with full poop 176 feet long, and 4 masts 29' 6" long, has been built under Special Survey of Registrar, and in accordance with the accompanying approved sketch of Midships Section, and the other (detailed) approved tracings attached, also, in all other respects with the Rules for the 100 A. T. Class.*

The material has been tested at the Steel Works and after manipulation in the Builders' Yard was found of good quality. The usual requirements as to the annealing and timing of plates &c. have been complied with; and the Workmanship throughout is good.

Iron has been used in the construction of this vessel as follows viz: The Keel, Ribs, Keelson, Poop & Forecastle bulkheads, Hatch Comings, Mast-tunnel, Coal bunkers, Engines and Boiler, beams and hatch casings, bulwark plates, and Fore & Main Masts.

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 *Cement & Paint* Outside *Paint*

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

The amount of the Entry Fee *£4* is received by me, *James McNeil*

on *1862* tons Special *£11* is received by me, *James McNeil*

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

(Travelling Expenses, if any. £ ...)

Committee's Minute

Character assigned

THURSDAY 27 DEC 1883 18

100-A-Steel

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

Lloyd's Register Foundation