

588

# IRON SHIP.

(Received at London Office, LONDON, 14 APRIL, 1886)

No. 31133 Survey held at *Liverpool* Date, First Survey *Aug 10<sup>th</sup> 1885* Last Survey *March 27<sup>th</sup> 1886*

On the *Four Masted Ship "Primrose Hill"*

TONNAGE under 2329.63 ~~ONE OR TWO DECKED, THREE DECKED VESSEL,~~  
~~STAR OR AWNING-DECKED VESSEL.~~

Master *E. Anderson*

Built at *Liverpool*

When built *1886* Launched *Feb 23<sup>rd</sup>*

By whom built *Thos Royden & Sons*

Owners *Sailing Ship Primrose Hill Co (Ltd)*  
*12, Prince of Wales St, Liverpool*  
Residence *South John Street Liverpool*

Port belonging to *Liverpool*

Destined Voyage *Panama via Cardiff*

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

Net Tonnage 2329.63  
Gross Tonnage 2520.21  
Less Crew Space 84.50  
Less Engine Room  
Register Tonnage 2435.71  
as cut on Beam

Half Breadth (moulded) 20.95  
Depth from upper part of Keel to top of Upper Deck Beams 27.58  
Girth of Half Midship Frame (as per Rule) 42.87  
1st Number 91.40  
1st Number, if a 3-Decked Vessel deduct 7 feet  
Length 288.75  
2nd Number 26391  
Proportions— Breadths to Length 63/417  
Depths to Length— Upper Deck to Keel 10/4 10/2  
Main Deck ditto

LENGTH of 1 deck as per Rule 280 3 BREADTH— Moulded 41 11 DEPTH top of Floors to Upper Deck Beams 25 25  
Do. do. Main Deck Beams  
Power of Engines  
Horse.  
No. of Decks with flat laid  
No. of Tiers of Beams

Dimensions of Ship per Register, length, 301.6 breadth, 42.1 depth, 24.75

KEEL, depth and thickness 9 x 3/4  
STEM, moulding and thickness 9 x 3/4  
STERN-POST for Rudder do. do. 9 x 3/4  
" " for Propeller  
Distance of Frames from moulding edge to moulding edge, all fore and aft 24 24

FRAMES, Angle Iron, for 3/4 length amidships 5 1/2 3 1/2 8 5 1/2 3 1/2 8  
Do. for 1/2 at each end 5 1/2 3 1/2 7 5 1/2 3 1/2 7  
REVERSED FRAMES, Angle Iron 3 1/2 3 1/2 8 3 1/2 3 1/2 8  
FLOORS, depth and thickness of Floor Plate 33 - 9 33 - 9  
at mid line for half length amidships  
thickness at the ends of vessel 10 - 8  
depth at 3/4 the half-bdth. as per Rule 66 - 66  
height extended at the Bilges

BEAMS, Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 10 10 10 10  
Single or double Angle Iron on Upper edge  
Average space 40 - 40  
BEAMS, Main, or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron  
Single, or double Angle Iron, on Upper Edge  
Average space 40 - 40  
BEAMS, Lower Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron  
Single or double Angle Iron on Upper Edge  
Average space 40 - 40  
FRAMES, Hold, or Orlop Single or d'ble Ang. Iron, Plate or Tee Bulb Iron  
Single or double Angle Iron on Upper Edge  
Average space 40 - 40  
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates 19 13 19 13  
" Rider Plate 13 13 13 13  
" Bulb Plate to Intercoastal Keelson 6 4 9 6 4 9  
" Angle Irons 6 4 9 6 4 9  
" Double Angle Iron Side Keelson 6 4 9 6 4 9  
" Side Intercoastal Plate 6 4 9 6 4 9  
" do. Angle Irons 6 4 9 6 4 9  
" Attached to outside plating with angle iron 3 1/2 3 1/2 8 3 1/2 3 1/2 8  
BILGE Angle Irons 6 4 9 6 4 9  
" do. Bulb Iron for 1/2 length 9 - 9 9 - 9  
" do. Intercoastal plates riveted to plating for 1/2 length 6 4 9 6 4 9  
BILGE STRINGER Angle Irons 12 6 4 9 12 6 4 9  
" Intercoastal plates riveted to plating for 1/2 length 12 6 4 9 12 6 4 9  
" Bulb all fore & aft 1/2 length as shown in Section  
SIDE STRINGER Angle Irons

Flat Keel Plates, breadth and thickness  
PLATES in Garboard Strakes, br'dth & thickness  
" From Garboard to upper part of Bilges  
" Of plating at Bilge, or increased thickness, and length applied 3 strakes per 1/2 length  
" From up. prt of Bilge to l.r. edge of Sh'rstrake  
" Main Sheerstrake, breadth and thickness  
" Of plating at Sh'rtk & l.r. applied  
" From Main to Upper Spar Dk. Sh'rstrake  
" Up. or Spar Dk Sh'rstrake, br'dth & thickn'ss 40 13 40 13  
Butt Straps to outside plating, breadth & thickness 11 1/2 x 10 1/2 11 1/2 x 10  
Lengths of Plating  
Shifts of Plating, and Stringers  
Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness 41 10 41 10  
Angle Iron on ditto 6 x 4 9 6 x 4 9  
Tie Plates fore and aft, outside Hatchways  
Diagonal Tie Plates on Beams No. of Pairs  
Flat of Up., Spar, or Awning Dk. Iron 4/16 from stem to point of 1st strake  
How fastened to Beams covered with 3/2 line  
Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness  
Is the Stringer Plate attached to the outside plating?  
Angle Irons on ditto, No.  
Tie Plates, outside Hatchways  
Diagonal Tie Plates on Beams, No. of pairs  
Flat of Middle Deck\* do.  
How fastened to Beams  
Stringer Plates on ends of Lower Deck, Hold or Orlop Beams 41 9 41 9  
Is the Stringer Plate attached to the outside plating? yes  
Angle Irons on ditto, No. 2 4 x 4 9 4 x 4 9  
Stringer or Tie Plates, outside Hatchways 16 9 16 9  
Flat of Lower Deck\* 3 plates  
Diagonal Tie Plates in way of each Mast 16 9 16 9  
Ceiling betwixt Decks, thickness and material 2 Pine  
" in hold do. 3 2 2 1/2  
Main piece of Rudder, diameter at head 7 - 6 3/4  
" do. at heel 33 1/4 - 3 1/2  
Can the Rudder be unshipped afloat? yes  
Bulkheads No. One No. per Rule  
" Thickness of plates 7/16 to 6/16  
" Height up to upper deck  
" How secured to sides of ship By double frames  
" Size of Vertical Angle Irons 5/2 x 3/4 x 1/2 and distance apart 30 ins.  
" Are the outside Plates doubled two spaces of Frames in length? yes

The FRAMES extend in one length from Keel to Gunwale  
The REVERSED ANGLE IRONS on floors and frames extend from middle line to Gunwale to all frames 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 13/16 in. diameter, averaging 5/4 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 3/2 ins. from centre to centre.  
" Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 7/8 in. diameter averaging 3/2 ins. from centre to centre.  
" Butts of 4 Strakes at Bilge for 1/2 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 7/8 in. diameter, averaging 3/2 ins. from cr. to cr.  
" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 7/8 in. diameter, averaging 3/2 ins. from cr. to cr.  
" Edges of Main Sheerstrake, double or single riveted. Upper Sheerstrake, double or single riveted. Double  
" Butts of Main Sheerstrake, treble riveted for 1/2 length amidships. Butts of Upper or Spar Sheerstrake, treble riveted 1/2 length amidships.  
" Butts of Main Stringer Plate, treble riveted for 1/2 length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for 1/2 length.  
" Breadth of laps of plating in double riveting 5/4 Breadth of laps of plating in single riveting To all Keelsons & Stringers  
Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted Double & Treble No. of Breasthooks, Crutches,

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Strickton Malleable Iron Co.

Manufacturer's name or trade mark, Thos. Head & Co. & Consett Co.

The above is a correct description.

Builder's Signature, Thomas Royden & Sons Surveyor's Signature, E. Wheeler & E. Chapman

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

State clearly when plating is of alternate thicknesses—as distinguished from diminished thickness at ends of vessel.

\* If Iron Deck, state if whole or part, and if wood deck is laid thereon.

Reduced at ends as 15' Rule

LIV 588-0010

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? *No*

Masts, Bowsprit, Yards, &c., are 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 *Bowsprit & 1st boom of Iron extreme length 56.6. 30 dia at knight heads & taper to 5 ft at outer end. 2 plates in the round 7/16 at heel, 5/16 at knight heads - thence gradually tapering to 1/4 at outer end - 4 angle irons 4x3x7/16, doubling plate & vertical plate 5/16 at knight heads, & butts lapped & treble riveted & seams lapped & single 8". Foremast of Iron extreme length 88.2. 30 dia at partners, 22 at heel & 21 at cap. 2 plates in the round 7/16 at heel 5/16 partners & tapering to 6/16 at cap. 3 angle irons 4x3x7/16 the whole length doubling plate 5/16 at*

NUMBER for EQUIPMENT 25151		Fathoms.	Inches.	Test per Certificate	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	N <sup>o</sup> .	Weight. Ex. Stock.	Test per Certificate	Weight req'd per Rule.	Machine where Tested & Suprntd.
SAILS.							Bower Anchors					
Chain		135	2 1/16	107.2.0	270x24 1/2		(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)					
Fore Sails,		135	2 1/16	107.2.0	270x24 1/2	8"	Lloyd's Register test Dec 29/85 D.G. Lewis					
Fore Top Sails,		120	1 1/2	94.2.2	100x14 1/2	8"	Lloyd's Register test Dec 29/85 D.G. Lewis					
Fore Topmast Stay Sails,		90	1 1/2	90x11			Lloyd's Register test Dec 29/85 D.G. Lewis					
Main Sails,		75	4 1/2	90x12			Lloyd's Register test Dec 31/85 D.G. Lewis					
Main Top Sails,		90	5	90x7			Lloyd's Register test Dec 30/85 D.G. Lewis					
and		120	5				Lloyd's Register test Dec 30/85 D.G. Lewis					

Standing and Running Rigging *wire & hemp* sufficient in size and *best* in quality. She has *five* Long Boats and *in good order*

The Windlass is *Iron Patent* Capstans *five* and Rudder *Good* Pumps *Iron* *Good*

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? *Six scuppers and five ports in bulwark on each side*

Cargo Hatchways. How formed? *Iron Comings 30" above deck*

State size Main Hatch *75-0 x 12-0* Fore hatch *7-6 x 5-0* Quarter hatch *7-6 x 5-0*

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

What arrangement for shifting beams? *One deep web plate & heavy wood fore & aft in main hatch*

Hatches, If strong and efficient? *Yes - Solid 3"*

Order for Special Survey No. *847*

Date *24 Sep 1885*

Order for Ordinary Survey No. *—*

Date *—*

No. *239* in builder's yard.

State dates of letters respecting this case *April 27/85*

General Remarks (State quality of workmanship, &c.) *\* partners & butts lapped & treble riveted from partners to caps & seams lapped & single 8". Mainmast of Iron extreme length 88.0, & Mizenmast of Iron extreme length 87.8 - otherwise same as foremast. Riggermast of Iron extreme length 85.0. 22 dia at partners 17 at heel & 16 at cap. 2 plates in the round 7/16 at heel & cap & 6/16 at partners. 2 angle irons 3x3x7/16 the whole length, doubling plate 6/16 at partners, & riveted same as foremast. The fore, main, & mizen topmasts of steel, & the fore, main & cross jack yards also the fore, main & mizen lower & upper topsail yards of Iron and built fully up to the suggested series for such. All other spars of P & R pine.*

*This vessel is well built and equipped and is in accordance with the Sections approved.*

*The keelboard of 5 ft 9 in each and 5 ft 4 in each plate assigned by the Committee has been marked on her sides in accordance with Committee's Circular No. 572.*

State if *one, two, or three* decked vessel, or *if span, or running* decked; and the lengths of poop, bridge, forecabin, or raised quarter deck. (If double bottom, state particulars on separate form.)

How are the surfaces preserved from oxidation? Inside *Bottom cemented & painted above* Outside *Red lead & other paints.*

I am of opinion this Vessel should be Classed *\* 100 A* and have the keelboard assigned by the Committee

The amount of the Entry Fee *£ 5 : 0 : 0* is received by me, *J. F. D.*

Special *£ 18 : 0 : 0* 18/11/86

(to be sent as per margin) Certificate *—*

(Travelling Expenses, if any, *—*)

Committee's Minute *Dec 13/85 - 1886*

Character assigned *100 A 1. Record + Cem 1/86. Lloyd's A. & C. p. also 2019*

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

*E. B. Chadwick*

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