

# IRON SHIP.

(Received at London) WEDNES. 11 MAY 1887

No. 3773 Survey held at Aberdeen Date, First Survey 11<sup>th</sup> Oct 1886 Last Survey 9<sup>th</sup> May 1887  
On the Steel Schooner Rigger S. S. "ST. SUNNIVA"

TONNAGE under Tonnage Deck 245.92 ONE OR TWO DECKED, THREE DECKED VESSEL,  
Ditto of Third, Spar, or Awning Deck. 13.95 OR AWNING-DECKED VESSEL.

Ditto of Poop, or Raised Or. Dk. 95.87  
Ditto of Houses on Deck 60.26  
Ditto of Forecastle 89.81  
Gross Tonnage 436.94  
Less Crew Space 462.67  
Less Engine Room 436.94  
Register Tonnage as cut on Beam

Half Breadth (moulded) 14.75  
Depth from upper part of Keel to top of Upper Deck Beams 16.04  
Girth of Half Midship Frame (as per Rule) 26.00  
1st Number 56.79  
1st Number, if a 3-Decked Vessel deduct 7 feet

Length 224  
2nd Number 12720  
Proportions—Breadths to Length 7.6  
Depths to Length—Upper Deck to Keel 9.6  
Main Deck ditto 13.9

Master I Angus  
Built at Aberdeen  
When built 1887 Launched 24 March

By whom built Hall Russell & Co  
Owners W. & J. Scott, Orkney & Shetland Navigation Co  
Residence Aberdeen

Port belonging to Aberdeen  
Destined Voyage Norman  
If Surveyed while Building, Afloat, or in Dry Dock. while building

LENGTH on deck as per Rule 224 BREADTH—Moulded 29 DEPTH top of Floors to Upper Deck Beams 22 Power of Engines 250 No. of Decks with flat laid Three  
Inches in ship 22 Inches in ship 29 Inches in ship 22 Inches in ship 250 No. of Tiers of Beams Three

Dimensions of Ship per Register, length, 235.7 breadth, 29.8 depth, 22 MD. 15-7 6 Main Deck

KEEL, depth and thickness 8 x 2 3/8  
STEM, moulding and thickness 8 x 2 3/8  
STERN-POST for Rudder do. do. 7 1/2 x 4 3/8  
for Propeller 7 1/2 x 4 3/8  
Distance of Frames from moulding edge to moulding edge, all fore and aft 22

FRAMES, Angle Iron, for 1/2 length amidships 3 1/2 x 3  
Do. for 1/2 at each end 3 1/2 x 3  
REVERSED FRAMES, Angle Iron 3 1/2 x 3  
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships 16  
thickness at the ends of vessel 8  
depth at 1/2 the half-bdth. as per Rule 3.6  
height extended at the Bilges 3.6

BEAMS, Upper, Spar, or Awning Deck 5 1/2 x 3  
Single or double Ang. Iron, Plate or Tee Bulb Iron 5 1/2 x 3  
Single or double Angle Iron on Upper edge 5 1/2 x 3  
Average space 2<sup>nd</sup> frame  
BEAMS, Main, or Middle Deck 7  
Single or double Ang. Iron, Plate or Tee Bulb Iron 7  
Single or double Angle Iron on Upper edge 7  
Average space 2<sup>nd</sup> frame

BEAMS, Lower Deck 6  
Single or double Ang. Iron, Plate or Tee Bulb Iron 6  
Single or double Angle Iron on Upper edge 6  
Average space 2<sup>nd</sup> frame  
BEAMS, Hold, or Orlop 3  
Single or double Ang. Iron, Plate or Tee Bulb Iron 3  
Single or double Angle Iron on Upper edge 3  
Average space 2<sup>nd</sup> frame

KEELSONS Centre line, single or double plate, box, or intercostal, Plates 13  
Rider Plate 10  
Bulb Plate to Intercostal Keelson 10  
Angle Irons 4 1/2 x 7  
Double Angle Iron Side Keelson 4 1/2 x 7  
Side Intercostal Plate 7  
do. Angle Irons 4 1/2 x 7  
Attached to outside plating with angle iron 4 1/2 x 7

Large Angle Irons 4 1/2 x 7  
do. Bulb Iron 7  
do. Intercostal plates riveted to plating for length 7  
Large STRINGER Angle Irons 4 1/2 x 7  
Intercostal plates riveted to plating for length 7  
SIDE STRINGER Angle Irons 4 1/2 x 7

The FRAMES extend in one length from Keel to Gunnwale Riveted through plates with 3/4 in. Rivets, about 6 apart.  
The REVERSED ANGLE IRONS on floors and frames extend from middle line to Main deck  
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 in. diameter, averaging 5 ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 3/4 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 x 3/4 in. diameter averaging 3 1/2 x 2 1/2 ins. from centre to centre.  
Butts of Two Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 3/20 thicker than the plates they connect.  
Edges from Bilge to Main Sheerstrake, worked clencher, double riveted; with rivets 3/4 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 x 3/4 in. diameter, averaging 3 1/2 x 2 1/2 ins. from cr. to cr.

Edges of Main Sheerstrake, double 8 single riveted. Upper Sheerstrake, double single riveted.  
Butts of Main Sheerstrake, treble riveted for 1/2 length amidships. Butts of Upper or Spar Sheerstrake, double riveted entire length amidships.  
Butts of Main Stringer Plate, treble riveted for 1/2 length amidships. Butts of Upper or Spar Stringer Plate, double riveted for entire length.  
Breadth of laps of plating in double riveting 5 1/2 Breadth of laps of plating in single riveting 3 1/2

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Treble & Double No. of Breasthooks, Stringer & Crutches, 2  
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? All of Steel  
Manufacturer's name or trade mark, Clydesdale Iron & Steel Co. Colville & Son.  
The above is a correct description.

Builder's Signature, Hall Russell & Co Surveyor's Signature, John H Heck  
Surveyor to Lloyd's Register of British and Foreign Shipping.



