

IRON SHIP.

No. *3330* Survey held at *Aberdeen* Date, First Survey *Feb 25* 1880 Last Survey *Nov 24* 1880

On the *Torona* Iron Screw Bg Master *Albert Kempton*

TONNAGE under Tonnage Deck <i>1508.61</i>	ONE, OR TWO DECKED, THREE DECKED VESSEL.	Built at <i>Aberdeen</i>
Ditto of Upper Spar <i>1508.61</i>	SPAR, OR AWNING-DECKED VESSEL.	When built <i>1880</i> Launched <i>5 Nov 1880</i>
PLANES <i>29.41</i>	HALF BREADTH (moulded) <i>17.08</i>	By whom built <i>James A. Hall</i>
of Prop, or <i>0.40</i>	DEPTH from upper part of Keel to top of Upper Deck Beams <i>20.0</i>	Owners <i>James A. Hall & Co. Limited</i>
of House, or <i>3.82</i>	GIRTH of Half Midship Frame (as per Rule) <i>39.25</i>	Port belonging to <i>Liverpool</i>
on Deck <i>4.93</i>	1st NUMBER <i>22.53</i>	Destined Voyage <i>Mediteranean</i>
of Forecasts <i>4.93</i>	1st NUMBER, if a THREE-DECKED VESSEL <i>22.53</i>	If Surveyed while Building, Afloat, or in Dry Dock.
Tonnage <i>444.44</i>	LENGTH <i>75.53</i>	<i>Under special survey</i>
Crew Space <i>61.44</i>	2nd NUMBER <i>270</i>	
Engine Room <i>558.23</i>	PROPORTIONS—Breadths to Length <i>20.91.08</i>	
Tonnage <i>1124.44</i>	Depths to Length—Upper Deck to Keel <i>8.08</i>	
at on Beam <i>1124.44</i>	Main Deck ditto <i>10.51</i>	

LENGTH on deck as *240* BREADTH—Moulded... *34.1* DEPTH top of Floors to Upper Deck Beams *22.10* Power of Engines *200* N° of Decks with flat laid *2* N° of Tiers of Beams *3*

Dimensions of Ship per Register, length, *248* breadth, *34.4* depth, *22.9*

	Inches in Ship.	Inches per Rule.		Inches in Ship.	Inches per Rule.
KEEL, depth and thickness	<i>9 1/2 x 7/8</i>	<i>9 1/2 x 7/8</i>	Flat Keel Plates, breadth and thickness	<i>30 1/2</i>	<i>12/16</i>
ITEM, moulding and thickness	<i>9 x 2 1/2</i>	<i>9 x 2 1/2</i>	PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges	<i>30 1/2</i>	<i>12/16</i>
TERN-POST fore Rudder do. do.	<i>9 x 5</i>	<i>9 x 5</i>	" of doubling at Bilge, or increased thickness, and length applied <i>1/2 length</i>	<i>30 1/2</i>	<i>12/16</i>
" " for Propeller	<i>9 x 5</i>	<i>9 x 5</i>	" fm up. part of Bilge to l. edge of Sh'rstrake.	<i>30 1/2</i>	<i>12/16</i>
Distance of Frames from moulding edge to moulding edge, all fore and aft	<i>24 inches</i>	<i>24 inches</i>	" Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied from Mn. to Up. or Spar Dk. Sh'rstrake.	<i>40</i>	<i>13/16</i>
FRAMES, Angle Iron, for 2/3 length amidships	<i>5 3 8/10</i>	<i>5 3 8/10</i>	" Up. or Spar Dk Sh'rstrake, brdth & thickness	<i>40</i>	<i>13/16</i>
Do. for 1/3 at each end	<i>5 3 8/10</i>	<i>5 3 8/10</i>	Butt Straps to outside plating, breadth & thickness	<i>40</i>	<i>13/16</i>
REVERSED FRAMES, Angle Iron	<i>5 3 8/10</i>	<i>5 3 8/10</i>	Lengths of Plating	<i>10 feet</i>	<i>10 feet</i>
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	<i>3 9 8/10</i>	<i>3 9 8/10</i>	Shifts of Plating, and Stringers	<i>2 1/2</i>	<i>2 1/2</i>
" thickness at the ends of vessel	<i>2 1/2</i>	<i>2 1/2</i>	Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness	<i>39 1/2</i>	<i>9/16</i>
" depth at 3/4 the half-bdth. as per Rule	<i>2 1/2</i>	<i>2 1/2</i>	Angle Iron on ditto	<i>4 x 4 x 9/16</i>	<i>4 x 4 x 9/16</i>
" height extended at the Bilges	<i>2 1/2</i>	<i>2 1/2</i>	Tie Plates fore and aft, outside Hatchways	<i>4 x 4 x 9/16</i>	<i>4 x 4 x 9/16</i>
BEAMS, Upper, Spar, or Awning Deck	<i>3 3 8/10</i>	<i>3 3 8/10</i>	Diagonal Tie Plates on Beams No. of Pairs,	<i>4 x 4 x 9/16</i>	<i>4 x 4 x 9/16</i>
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<i>3 3 8/10</i>	<i>3 3 8/10</i>	Planksheer material and scantling	<i>4 x 4 x 9/16</i>	<i>4 x 4 x 9/16</i>
Single or double Angle Iron on Upper edge	<i>3 3 8/10</i>	<i>3 3 8/10</i>	Waterways do. do.	<i>4 x 4 x 9/16</i>	<i>4 x 4 x 9/16</i>
Average space	<i>4 feet</i>	<i>4 feet</i>	Flat of Upper Deck do. do.	<i>4 x 4 x 9/16</i>	<i>4 x 4 x 9/16</i>
BEAMS, Main, or Middle Deck	<i>3 3 8/10</i>	<i>3 3 8/10</i>	How fastened to Beams	<i>4 x 4 x 9/16</i>	<i>4 x 4 x 9/16</i>
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<i>3 3 8/10</i>	<i>3 3 8/10</i>	Stringer Plate on ends of Main or Middle Deck	<i>4 x 4 x 9/16</i>	<i>4 x 4 x 9/16</i>
Single, or double Angle Iron, on Upper Edge	<i>3 3 8/10</i>	<i>3 3 8/10</i>	Beams, breadth and thickness	<i>4 x 4 x 9/16</i>	<i>4 x 4 x 9/16</i>
Average space	<i>4 feet</i>	<i>4 feet</i>			
BEAMS, Lower Deck, Hold, or Orlop	<i>3 3 8/10</i>	<i>3 3 8/10</i>			

ns, material. Knight-head
Class *Harford's Patent*

The FRAMES extend in one length from *keel to stern*
The REVERSED ANGLE IRONS on floors and frames extend *from keel to stern*

KEELSONS. Are the various lengths of Plates and Angle Irons proper.

PLATING. Garboard, double riveted to Keel, with rivets *1 1/8* in. diameter, and

" Edges of Garboards and to upper part of Bilge, worked clencher, double riveted

" Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets *1/4* in. diameter

" Butts of *Strakes* at Bilge for *half* length, treble riveted with Butt Straps *1/16* thick

" Edges from bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets *1/4* in. diameter

" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets *1/4* in. diameter, average

" Edges of Main Sheerstrake, double or single riveted

" Upper Sheerstrake, double or single riveted

" Butts of Main Sheerstrake, treble riveted for *1/2* length amidships. Butts of Upper or Spar Sheerstrake, treble riveted

" Butts of Main Stringer Plate, treble riveted for *1/2* length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for

" Breadth of laps of plating in double riveting *5 1/2* Breadth of laps of plating in single riveting

" Laps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? *Double & treble riveted*

" How secured to Beams *Guilla Waterway* (Explain by Sketch, if necessary.)

" the various Decks, how secured to the sides? *Welded down*

" description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *Albion, C. & F. Co.*

" manufacturer's name or trade mark, *Sherne, Consett & Co.*

The above is a correct description.

Owner's Signature, *Albert Kempton* Surveyor's Signature, *J. H. Kettle*

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

Workmanship. Are the butts of plating planed or otherwise fitted? *all 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? *3330 Aft*
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 in corners of butts*

Masts, Bowsprit, Yards, &c., are *See Sketch* 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. *Fore and Main masts of 2 plates of 1/4" thick, lower carvel riveted, with thick carvel work, butts ships 1/8" thicker than plates. Fore at Head 19 1/2, Head 15 1/2, Head 24. Length of Fore Mast Deck 40 feet, Main Mast 42 feet and as per drawing. May 12, 1880*

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate	Length & Size req'd per Rule.	Test req'd per Rule.	ANCHORS.	No.	Weight. Ex. Stock.	Test per Certificate	Weight req'd per Rule.
SAILS.							Bowers	3	32.2.0	50.10.0	32.0.0
One	Fore Sails,										
	Fore Top Sails,										
	Fore Topmast Stay Sails,										
	Main Sails,										
	Main Top Sails,										
CABLES, &c.											
Chain		240	1 13/16	50 1/2	240 of 1 13/16	59 1/2					
Hawser		45	1 1/8	22 1/2	45 of 1 1/8	22 1/2					
Towlines		120	3/4	90 of 3/4							
Warp		120	3/4	90 of 3/4							
quality		good									

Standing and Running Rigging *See Sketch* sufficient in size and good quality. She has *one* long Boat and *one* life boat. The Windlass is *Good* Capstan *Good* and Rudder *Good* Pumps *See Sketch*

Engine Room Skylights. How constructed? *Shut up by frame* How secured in ordinary weather? *Locked to Comings*

What arrangements for deadlights in bad weather? *Plate glass covered with strong wood shutters on bridge deck*

Coal Bunker Openings. How constructed? *See Sketch* How are lids secured? *By a bar* Height above deck? *See Sketch*

Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *See Sketch*

Cargo Hatchways. How formed? *See Sketch*

State size Main Hatch *19.9 x 10.0* Fore hatch *12.0 x 10.0* Quarter hatch *10.0 x 10.0*

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

What arrangement for shifting beams? *See Sketch*

Hatches, If strong and efficient? *See Sketch*

Order for Special Survey No. *53* Date *May 28, 1880* Order for Ordinary Survey No. *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.

Build under special survey as follows, July 25, 28, Aug 12, 14, 15, 19, 20, 22, 25, 27, 29, Sept 2, 5, 13, 14, 15, 16, 21, 22, 25, 28, 29, May 1, 5, 11, 12, 15, 16, 19, 20, 22, 25, 27, 29, June 1, 5, 11, 12, 15, 16, 19, 20, 22, 25, 27, 29, July 1, 5, 11, 12, 15, 16, 19, 20, 22, 25, 27, 29, Aug 1, 5, 11, 12, 15, 16, 19, 20, 22, 25, 27, 29, Sept 1, 5, 11, 12, 15, 16, 19, 20, 22, 25, 27, 29, Oct 1, 5, 11, 12, 15, 16, 19, 20, 22, 25, 27, 29, Nov 1, 5, 11, 12, 15, 16, 19, 20, 22, 25, 27, 29, Dec 1, 5, 11, 12, 15, 16, 19, 20, 22, 25, 27, 29, Jan 1, 5, 11, 12, 15, 16, 19, 20, 22, 25, 27, 29, Feb 1, 5, 11, 12, 15, 16, 19, 20, 22, 25, 27, 29, Mar 1, 5, 11, 12, 15, 16, 19, 20, 22, 25, 27, 29, Apr 1, 5, 11, 12, 15, 16, 19, 20, 22, 25, 27, 29, May 1, 5, 11, 12, 15, 16, 19, 20, 22, 25, 27, 29, Jun 1, 5, 11, 12, 15, 16, 19, 20, 22, 25, 27, 29, Jul 1, 5, 11, 12, 15, 16, 19, 20, 22, 25, 27, 29, Aug 1, 5, 11, 12, 15, 16, 19, 20, 22, 25, 27, 29, Sep 1, 5, 11, 12, 15, 16, 19, 20, 22, 25, 27, 29, Oct 1, 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