

IRON SHIP.

6th NOV 32 3438 1882

No. 3438 Survey held at Aberdeen Date, First Survey Dec 20 1881 Last Survey Jan 1 1882

On the **Lady Cathcart** Iron Screw Steamer

TONNAGE under Tonnage Deck 494.21
 Ditto of Third, Spar, or Awning Deck 4.84
 Ditto of Poop, or Raised Or. Dk. 53.18
 Ditto of Houses on Deck 2.04
 Ditto of Forecastles 14.51
 Gross Tonnage 648.20
 Less Crew Space 22.44
 Less Engine Room 204.20
 Register Tonnage as cut on Beam 418.01

ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING-DECKED VESSEL.

Breadth (moulded) 12.95
 Depth from upper part of Keel to top of Upper Deck Beams 15.5
 Girth of Half-Midship Frame (as per Rule) 25.45
 1st Number 54.20
 1st Number, if a 3-Decked Vessel deduct 7 feet
 Length 149
 2nd Number 9401.8
 Proportions— Breadths to Length 6.9
 Depths to Length— Upper Deck to Keel 11.5
 Main Deck ditto

Master **A Ross**
 Built at **Aberdeen**
 When built **1882** Launched **25 Sept 1882**
 By whom built **Jones & Hall, Co.**
 Owners **Aberdeen Linn Company**
 Residence **Aberdeen**
 Port belonging to **Aberdeen**
 Destined Voyage **Coasting**
 If Surveyed while Building, Afloat, or in Dry-Dock, **under special survey**

Official Number 84385

LENGTH on deck as per Rule 149 Feet. Inches. BREADTH Moulded 26 Feet. Inches. DEPTH top of Floors to Upper Deck Beams 14.1 Feet. Inches. Do. do. Main Deck Beams 14.1
 Power of Engines 40 Horse. N° of Decks with flat laid One N° of Tiers of Beams Two

Dimensions of Ship per Register, length, 180 breadth, 25.25 depth, 14.1

	Inches in Ship			Inches per Rule		
	In Ship	In Ship	16ths In Ship	Inches per Rule	Inches per Rule	16ths per Rule
KEEL, depth and thickness	4 1/2	2 1/8	9/16	4 1/2	2 1/8	9/16
STEM, moulding and thickness	6 3/4	2 1/8	9/16	6 3/4	2 1/8	9/16
STERN-POST for Rudder do. do.	4 1/4	4 1/2	9/16	4 1/4	4 1/2	9/16
" " for Propeller	4 1/4	4 1/2	9/16	4 1/4	4 1/2	9/16
Distance of Frames from moulding edge to moulding edge, all fore and aft	22 inches	22 inches		22 inches	22 inches	
FRAMES, Angle Iron, for 3/4 length amidships	3 1/2	3	9/16	3 1/2	3	9/16
Do. for 1/2 at each end	3 1/2	3	9/16	3 1/2	3	9/16
REVERSED FRAMES, Angle Iron	3	2 1/2	9/16	3	2 1/2	9/16
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	15 1/4	9	9/16	15 1/4	9	9/16
" thickness at the ends of vessel		5/16			5/16	
" depth at 3/4 the half-bdth. as per Rule	4 3/4			4 3/4		
" height extended at the Bilges	5 1/2 inches			5 1/2 inches		
BEAMS, Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	5	3	9/16	5	3	9/16
Single or double Angle Iron on Upper edge	5	3	9/16	5	3	9/16
Average space	11 feet			11 feet		
BEAMS, Main, or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	5	3	9/16	5	3	9/16
Single, or double Angle Iron, on Upper Edge	5	3	9/16	5	3	9/16
Average space	11 feet			11 feet		
BEAMS, Lower Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	5	3	9/16	5	3	9/16
Single or double Angle Iron on Upper Edge	5	3	9/16	5	3	9/16
Average space	11 feet			11 feet		
BEAMS, Hold, or Orlop Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	4		9/16	4		9/16
Single or double Angle Iron on Upper Edge	3 3/4	3	9/16	3 3/4	3	9/16
Average space	11 feet			11 feet		
KEELSONS Centre line, single or double plate, box, or intercostal, Plates	12		9/16	12		9/16
" Rider Plate	8 3/4		9/16	8 3/4		9/16
" Bulb Plate to Intercostal Keelson	4	3	9/16	4	3	9/16
" Angle Irons	4	3	9/16	4	3	9/16
" Double Angle Iron Side Keelson	4	3	9/16	4	3	9/16
" Side Intercostal Plate	4	3	9/16	4	3	9/16
" do. Angle Irons	4	3	9/16	4	3	9/16
" Attached to outside plating with angle iron	4	3	9/16	4	3	9/16
BILGE Angle Irons	4	3	9/16	4	3	9/16
" do. Bulb Iron 1/2 length	5		9/16	5		9/16
" do. Intercostal plates riveted to plating for length	5		9/16	5		9/16
BILGE STRINGER Angle Irons	4	3	9/16	4	3	9/16
Intercostal plates riveted to plating for length	4	3	9/16	4	3	9/16
SIDE STRINGER Angle Irons	4	3	9/16	4	3	9/16

The FRAMES extend in one length from **Keel** to **gunwale** Riveted through plates with 3/4 in. Rivets, about 6 apart.

The REVERSED ANGLE IRONS on floors and frames extend **across middle line to above hold beam** 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 1/8 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 3/4 in. diameter, averaging 3 ins. from centre to centre.

" Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 in. diameter averaging 3 ins. from centre to centre.

" Butts of **Awning** Strakes at Bilge for **half** 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 3/4 in. diameter, averaging 3 ins. from cr. to cr.

" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 3 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 1/2 length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.

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

" Breadth of laps of plating in double riveting 5 1/2 Breadth of laps of plating in single riveting 3

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? **Yes** No. of Breasthooks, 3 Crutches, 3

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

Manufacturer's name or trade mark, **Warrington & Co.**

The above is a correct description.

Builder's Signature, **J. Hall** Surveyor's Signature, **J. Hall** 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.

Form No. 1 for Iron Ships—(6000—24/5/81.)

ABN7-0341

Workmanship. Are the butts of plating planed or otherwise fitted? *all planed* 3438 Abn
 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 in corners of butts*

Masts, Bowsprit, Yards, &c., are *Plank and Pine fine 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 *Length of fore mast deck to bowsprit 39 feet Sea at deck 10 inches, Length of Main Mast ditto ditto 40 feet Sea at deck 10 inches*

Tested by D. J. Lewis at Rotherham June 15 1882. Tested by D. J. Lewis Rotherham 15.15 June 1882

N ^o .	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	N ^o .	Weight.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested & Suprntd.
One	Fore Sails,	Chain	195	1 3/16	25.4.2.0	1 3/16	25 3/4	Bower Anchors	3	12.1.18	14.6.1.0	12.0.0	13 1/2
Two	Fore Top Sails,	Iron Stream Chain	00	1 3/16	11.14.2.0	1 3/16	11 3/4	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)		12.1.3	14.4.0.7	12.0.0	13 1/4
	Fore Topmast Stay Sails,	or Steel Wire ..			14.10.0.0		14 3/4			2.2.1			
		or Hempen Strm } Cable								10.1.4	12.5.2.4	10.0.23	
		Towline, Hemp.								2.1.14			
	Main Sails,	or Steel Wire ..	45	2 3/4	15 1/2			Stream Anchor	1	4.1.22	6.14.2.0	4.0.0	6 1/2
	Main Top Sails,	Hawser	90	5 1/2		4.5 5/8		Kedge	1	1.3.15		2.0.0	4 1/2
	and	Warp	75	5		9.0-6 1/2		2nd Kedge ...	1	1.0.0		1.0.0	
		quality <i>good</i>	45	3 1/2									

Standing and Running Rigging *Yacht Rigging* sufficient in size and *good* in quality. She has *one* Long Boat and *one* 12 foot dingy and *one* 12 foot dingy
 The Windlass is *Emmerson Walker* Capstan *is* and Rudder *good* Pumps *5" & 6" sea* *is* *is*
Engine Room Skylights.—How constructed? *strong oak frame* How secured in ordinary weather? *bracket to crammings*
 What arrangements for deadlights in bad weather? *glass bulls eyes in top of skylight*
Coal Bunker Openings.—How constructed? *Cast Iron* How are lids secured? *solid hatch beams with a bar* Height above deck? *6"*
Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *four discharge ports and four scuppers on each side*
Cargo Hatchways.—How formed? *Iron Crammings riveted to beams and iron deck*
 State size **Main Hatch** *18.0 x 12.0* **Forehatch** *14.0 x 10.0* **Quarterhatch** *15.0 x 11.0*
 If of extraordinary size, state how framed and secured? *Premium Sine*
 What arrangement for shifting beams? *strong beams in fore and after hatch, deep web plate on Main Hatch*
Hatches. If strong and efficient? *Yes Solid*

Order for Special Survey No. *548* **DATES of Surveys held while building as per Section 18.**
 Date *Dec 1 1881*
 Order for Ordinary Survey No. *10*
 Date *Jan 1 1882*
 No. *10* in builder's yard.
 1st. On the several parts of the frame, when in place, and before the plating was wrought *Done under special survey as follows Dec 20 1881, Jan 28 82*
 2nd. On the plating during the process of riveting *Jan 2. 4. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100. 101. 102. 103. 104. 105. 106. 107. 108. 109. 110. 111. 112. 113. 114. 115. 116. 117. 118. 119. 120. 121. 122. 123. 124. 125. 126. 127. 128. 129. 130. 131. 132. 133. 134. 135. 136. 137. 138. 139. 140. 141. 142. 143. 144. 145. 146. 147. 148. 149. 150. 151. 152. 153. 154. 155. 156. 157. 158. 159. 160. 161. 162. 163. 164. 165. 166. 167. 168. 169. 170. 171. 172. 173. 174. 175. 176. 177. 178. 179. 180. 181. 182. 183. 184. 185. 186. 187. 188. 189. 190. 191. 192. 193. 194. 195. 196. 197. 198. 199. 200. 201. 202. 203. 204. 205. 206. 207. 208. 209. 210. 211. 212. 213. 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