

IRON SHIP.

6th NOV 82

3438

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

498.21

ONE, OR TWO DECKED, THREE DECKED VESSEL,

SPAR, OR AWNING-DECKED VESSEL.

Master

A Ross

Built at

Aberdeen

When built

1882

Launched 25 Sept 1882

By whom built

James A. Hall & Co

Owners

Aberdeen Liners Company

Residence

Aberdeen

Port belonging to

Aberdeen

Destined Voyage

Coasting

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

under special survey

Ditto of Third, Spar,

4.84

or Awning Deck.

Ditto of Poop, or

53.18

Raised Or. Dk.

Ditto of Houses

2.04

on Deck

Ditto of Forecastle

14.51

Gross Tonnage

648.20

Less Crew Space

22.44

Less Engine Room

204.20

Register Tonnage

418.01

as cut on Beam

Breadth

(moulded)

Feet.

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

LENGTH

Feet. Inches.

BREADTH

Feet. Inches.

DEPTH top of Floors to Upper

Feet. Inches.

Power of

Horse.

No. of Decks with flat laid

on deck as

149

Moulded

26

Deck Beams

14

Engines

40

No. of Tiers of Beams

Dimensions of Ship per Register, length, 180 breadth, 26.25 depth, 14.1

KEEL, depth and thickness

1 1/2 x 2 1/8

1 1/2 x 2 1/8

STEM, moulding and thickness

6 3/4 x 2 1/8

6 3/4 x 2 1/8

STERN-POST for Rudder do. do.

4 1/4 x 4 1/2

8 3/4 x 4 1/2

" " for Propeller

4 1/4 x 4 1/2

8 3/4 x 4 1/2

Distance of Frames from moulding edge to

22 inches

22 inches

moulding edge, all fore and aft

22 inches

22 inches

FRAMES, Angle Iron, for 2/3 length amidships

3 1/2 x 3

3 1/2 x 3

Do. for 1/3 at each end

3 1/2 x 3

3 1/2 x 3

REVERSED FRAMES, Angle Iron

3 x 2 1/2

3 x 2 1/2

FLOORS, depth and thickness of Floor Plate

15 1/4 x 1/2

15 1/4 x 1/2

at mid line for half length amidships

15 1/4 x 1/2

15 1/4 x 1/2

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

52 inches

52 inches

BEAMS, Upper, Spar, or Awning Deck

5 x 3

5 x 3

Single or d'ble Ang. Iron, Plate or Tee Bulb Iron

5 x 3

5 x 3

Single or double Angle Iron on Upper edge

5 x 3

5 x 3

Average space

11 feet

11 feet

BEAMS, Main, or Middle Deck

5 x 3

5 x 3

Single or d'ble Ang. Iron, Plate or Tee Bulb Iron

5 x 3

5 x 3

Single or double Angle Iron on Upper Edge

5 x 3

5 x 3

Average space

11 feet

11 feet

BEAMS, Hold, or Orlop

4 x 3

4 x 3

Single or d'ble Ang. Iron, Plate or Tee Bulb Iron

4 x 3

4 x 3

Single or double Angle Iron on Upper Edge

4 x 3

4 x 3

Average space

11 feet

11 feet

KEELSONS Centre line, single or double plate,

12 x 1/2

12 x 1/2

box, or Intercoastal, Plates

12 x 1/2

12 x 1/2

Rider Plate

8 3/4 x 1/2

8 3/4 x 1/2

Bulb Plate to Intercoastal Keelson

4 x 3

4 x 3

Angle Irons

4 x 3

4 x 3

Double Angle Iron Side Keelson

4 x 3

4 x 3

Side Intercoastal Plate

4 x 3

4 x 3

do. Angle Irons

4 x 3

4 x 3

Attached to outside plating with angle iron

4 x 3

4 x 3

BILGE Angle Irons

4 x 3

4 x 3

do. Bulb Iron

4 x 3

4 x 3

do. Intercoastal plates riveted to

4 x 3

4 x 3

plating for length

4 x 3

4 x 3

BILGE STRINGER Angle Irons

4 x 3

4 x 3

Intercoastal plates riveted to plating for

4 x 3

4 x 3

length

4 x 3

4 x 3

SIDE STRINGER Angle Irons

4 x 3

4 x 3

The FRAMES extend in one length from

Keel

to gunwale

The REVERSED ANGLE IRONS on floors and frames extend

across middle line to

above hold beam stanchion and to gunwale

KEELSONS. Are the various lengths of Plates and Angle Irons properly connected?

Yes

And butts properly shifted?

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

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 Strakes at Bilge for half length, treble riveted with Butt Straps

1/16 thicker than the plates they connect.

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.

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

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted?

No. of Breasthooks,

3

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

Crutches,

3

Manufacturer's name or trade mark,

The above is a correct description.

Builder's Signature,

Surveyor's Signature,

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

ABN7-8341

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

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

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 *Plck and Pine* 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
dia at deck 10 inches, Length of Main Mast ditto ditto 40 feet dia at deck 10 inches*

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

NUMBER for EQUIPMENT 105/1		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	No.	Weight.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested & Suprntd.
SAILS.							Bower Anchors					
N ^o .	Chain	195	1 3/16	25.4.2.0	145 of 2 5/16	25 3/4	3					
Fore Sails,	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)			38.0.0.0	1 3/16	25 3/4	2 3 3					
Fore Top Sails,	Iron Stream Chain	80	1 3/16	11.14.2.0	80-1 3/16	11 1/2	12.1.3					
Fore Topmast Stay Sails,	or Steel Wire ..			14.10.0.0		14 1/2	2.2.1					
	or Hempen Strm } Cable						10.1.4					
	Towline, Hemp.						2.1.14					
Main Sails,	or Steel Wire ..	45	2 1/4	15 1/2			4.1.22					
Main Top Sails,	Hawser	90	5 1/2		45 5 1/2		1.1.4					
and	Warp	45	5		90-5 1/2		1.3.16					
	quality	45	3 1/2				2.2.9					
							1.0.0					

Standing and Running Rigging *Yale Wire* sufficient in size and *good* in quality. She has *one 20 ft* Long Boat and *one 18 ft* dingy and *one 12 ft* dingy

The Windlass is *Emmerson Walker* Capstan *ho* and Rudder *good* Pumps *5" & 6" dia* *efficient*

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? *cast 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 *10.0 x 4.0*

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

What arrangement for shifting beams? *strong beams in fore and after hatch, deep web plate on beam held*

Hatches, If strong and efficient? *Yes Solid*

Order for Special Survey No. <i>545</i>	DATES of Survey held while building as per Section 18.	1st. On the several parts of the frame, when in place, and before the plating was wrought	<i>Built under special survey as follows Dec 20 1881. Jan 28 31</i>
Date <i>Dec 1 1881</i>		2nd. On the plating during the process of riveting	<i>12.4.6.8.9.10.11.12.13.14.15.16.17.18.19.20.22.24.27.28. Mar 2.4.6.8.10.14.15.17.18.20.22.28.29.10. April</i>
Order for Ordinary Survey No. <i>1</i>		3rd. When the beams were in and fastened, and before the decks were laid...	<i>15.5.10.12.13.15.19.20.21.22.25.26.27.29. May 1.2.3.4.10.17.20.22.23.25.26.27.30 June 1.2.3.6.7.8.10.12</i>
Date <i>Oct 1 1881</i>		4th. When the ship was complete, and before the plating was finally coated or cemented..	<i>13.15.16.17.19.21.22.26.27.28.30. July 3.4.5.8.10.11.12.21.22.24.25.27.28. Aug 2.3.4.5.9.10.11.12.14.15.17</i>
No. <i>310</i> in builder's yard.		5th. After the ship was launched and equipped	<i>15.19.21.22.24.25.28.30. Sept 2.4.5.8.9.11.12.17.18.21.22.23.25.27.29.10. Oct 2.3.5.6.9.11.12.14.19.20.24.25.27.30. Nov 1 1882.</i>

General Remarks (State quality of workmanship, &c.) *Workmanship of good quality*

Samples of the iron used in the construction of this vessel has been tested and found to be of good quality.

The water ballast tanks have been tested previous to and after launching and found to be tight

Length of fore-castle 20 1/2 feet; ditto of Bridge space 42 feet; ditto of R. Quarter Deck 50 feet; ditto of fore ballast Tank 42 feet capacity 92 Tons; ditto of after tank 35 feet capacity 60 Tons.

And is built in accordance with accompanying approved tracings as per Secretarys letters dated 5 and 19 November 1881.

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 *Red lead & Portland cement* Outside *paint*

I am of opinion this Vessel should be Classed *100 cl 1* *Iron deck*

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

Special ... £ *31 : 5 : 0* *Jan 3 1882*

Certificate ... *gratis* :

(Travelling Expenses, if any, £ *remd.*)

Committee's Minute *Tuesday, 7th November, 1882.*

Character assigned *100 cl 1* *Iron deck*

The George Anchor 6 1/2 lb. light but the stream anchor is in excess of the Rule weight of 12 lb. 7/11/82