

IRON SHIP.

Rec'd 15th MAR 1883

No. 3452 Survey held at Aberdeen Date, First Survey April 5 1882 Last Survey March 13 1883

On the *Aberdeen Iron Screw Steamer*

TONNAGE under Tonnage Deck } **ONE, OR TWO DECKED, THREE DECKED VESSEL,**
 Ditto of Hold, Spar, or Awning Deck } **SPAR, OR AWNING-DECKED VESSEL.**
 Ditto of Poop, or Raised Quarter Deck }
 Ditto of Houses on Deck }
 Ditto of Forecastle }
 Gross Tonnage }
 Less Crew Space }
 Less Engine Room }
 Register Tonnage as cut on Beam }

Half Breadth (moulded) 14.0
 Depth from upper part of Keel to top of Upper Deck Beams 19.41
 Girth of Half Midship Frame (as per Rule) 33.25
 1st Number 09.96
 1st Number, if a 3-Decked Vessel ... deduct 7 feet
 Length 248.5
 2nd Number 14385
 Proportions— Breadths to Length 4.3
 Depths to Length— Upper Deck to Keel 12.6
 Main Deck ditto

Master *J. Match*
 Built at *Aberdeen*
 When built *1883* Launched *10 July 1883*
 By whom built *James Hall Russell & Co.*
 Owners *Messrs Adam & Co.*
 Residence *Aberdeen*
 Port belonging to *Aberdeen*
 Destined Voyage *Mediterranean*
 If Surveyed while Building, Afloat, or in Dry Dock, Under Special Survey

LENGTH on deck as per Rule 248.5
 BREADTH— Moulded 34
 DEPTH top of Floors to Upper Deck Beams 14.95
 Do. do. Main Deck Beams
 Power of Engines 150
 Horse 150
 N° of Decks with flat laid One
 N° of Tiers of Beams two

Dimensions of Ship per Register, length, 250.1 breadth, 34.2 depth, 14.45

| | Inches in Ship | | Inches per Rule | | Inches in Ship | | Inches per Rule | | | Inches in Ship | | Inches per Rule | |
|--|----------------|-------------|-----------------|-------------|----------------|-------------|-----------------|-------------|---|----------------|---------|-----------------|---------|
| | In Ship | In Ship | In Ship | In Ship | In Ship | In Ship | In Ship | In Ship | | In Ship | In Ship | In Ship | In Ship |
| KEEL, depth and thickness | 9 1/2 | 2 1/2 | 9 1/2 | 2 1/2 | 9 1/2 | 2 1/2 | 9 1/2 | 2 1/2 | Flat Keel Plates, breadth and thickness | 34 | 11 | 35 | 11 |
| STEM, moulding and thickness | 8 1/2 | 2 1/2 | 8 1/2 | 2 1/2 | 8 1/2 | 2 1/2 | 8 1/2 | 2 1/2 | PLATES in Garboard Strakes, br'dth & thickness | 34 | 10 | 35 | 10 |
| STERN-POST for Rudder do. do. | 8 1/2 | 5 | 8 1/2 | 5 | 8 1/2 | 5 | 8 1/2 | 5 | " From Garboard to upper part of Bilges | 34 | 10 | 35 | 10 |
| " " for Propeller | 8 1/2 | 5 | 8 1/2 | 5 | 8 1/2 | 5 | 8 1/2 | 5 | " Of d'bling at Bilge, or increased thickness, and length applied 1/2 length | 34 | 10 | 35 | 10 |
| Distance of Frames from moulding edge to moulding edge, all fore and aft | 24 | 3 | 24 | 3 | 24 | 3 | 24 | 3 | " From up. prt of Bilge to lr. edge of Sh'rstrake | 34 | 10 | 35 | 10 |
| FRAMES, Angle Iron, for 1/2 length amidships | 4 1/2 | 3 | 4 1/2 | 3 | 4 1/2 | 3 | 4 1/2 | 3 | " Main Sheerstrake, breadth and thickness | 34 | 14 | 35 | 14 |
| Do. for 1/4 at each end | 4 1/2 | 3 | 4 1/2 | 3 | 4 1/2 | 3 | 4 1/2 | 3 | " Of d'bling at Sh'stk. & lng. applied 1/2 length | 34 | 10 | 35 | 10 |
| REVERSED FRAMES, Angle Iron | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | " From M'n. to Up. or Spar Dk. Sh'rstrake | 34 | 10 | 35 | 10 |
| FLOORS, depth and thickness of Floor Plate at mid line for half length amidships | 2 1/2 | 9 | 2 1/2 | 9 | 2 1/2 | 9 | 2 1/2 | 9 | " Up. or Spar Dk Sh'rstrake, br'dth & thic'ness | 34 | 10 | 35 | 10 |
| " thickness at the ends of vessel | 12 | 2 | 12 | 2 | 12 | 2 | 12 | 2 | Butt Straps to outside plating, breadth & thickness | 34 | 10 | 35 | 10 |
| " depth at 3/4 the half-b'dth. as per Rule | 12 | 2 | 12 | 2 | 12 | 2 | 12 | 2 | Lengths of Plating | 34 | 10 | 35 | 10 |
| " height extended at the Bilges | 40 | inches | 40 | inches | 40 | inches | 40 | inches | Shifts of Plating, and Stringers | 34 | 10 | 35 | 10 |
| BEAMS, Upper, Spar, or Awning Deck | 6 | 9 | 6 | 9 | 6 | 9 | 6 | 9 | Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness | 34 | 10 | 35 | 10 |
| Single or d'ble Ang. Iron, Plate or Tee Bulb Iron | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | Angle Iron on ditto | 34 | 9 | 35 | 9 |
| Single or double Angle Iron on Upper edge | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | Tie Plates fore and aft, outside Hatchways | 34 | 9 | 35 | 9 |
| Average space | every frame | every frame | every frame | every frame | every frame | every frame | every frame | every frame | Diagonal Tie Plates on Beams, No. of Pairs | 34 | 9 | 35 | 9 |
| BEAMS, Main, or Middle Deck | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | Flat of Up., Spar, or Awning Dk. | 34 | 9 | 35 | 9 |
| Single or d'ble Ang. Iron, Plate or Tee Bulb Iron | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | How fastened to Beams | 34 | 9 | 35 | 9 |
| Single or double Angle Iron on Upper Edge | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness | 34 | 9 | 35 | 9 |
| Average space | every frame | every frame | every frame | every frame | every frame | every frame | every frame | every frame | Is the Stringer Plate attached to the outside plating? | 34 | 9 | 35 | 9 |
| BEAMS, Lower Deck | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | Angle Irons on ditto, No. | 34 | 9 | 35 | 9 |
| Single or d'ble Ang. Iron, Plate or Tee Bulb Iron | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | Tie Plates, outside Hatchways | 34 | 9 | 35 | 9 |
| Single or double Angle Iron on Upper Edge | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | Diagonal Tie Plates on Beams, No. of pairs | 34 | 9 | 35 | 9 |
| Average space | every frame | every frame | every frame | every frame | every frame | every frame | every frame | every frame | Flat of Middle Deck* do. do. | 34 | 9 | 35 | 9 |
| BEAMS, Hold, or Orlop | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | How fastened to Beams | 34 | 9 | 35 | 9 |
| Single or d'ble Ang. Iron, Plate or Tee Bulb Iron | 8 1/4 | 3 1/2 | 8 1/4 | 3 1/2 | 8 1/4 | 3 1/2 | 8 1/4 | 3 1/2 | Stringer Plates on ends of Lower Deck, Hold or Orlop-Beams | 34 | 9 | 35 | 9 |
| Single or double Angle Iron on Upper Edge | 8 1/4 | 3 1/2 | 8 1/4 | 3 1/2 | 8 1/4 | 3 1/2 | 8 1/4 | 3 1/2 | Is the Stringer Plate attached to the outside plating? | 34 | 9 | 35 | 9 |
| Average space | every frame | every frame | every frame | every frame | every frame | every frame | every frame | every frame | Angle Irons on ditto, No. | 34 | 9 | 35 | 9 |
| KEELSONS Centre line, single or double plate, box, or intercostal, Plates | 14 | 12 | 14 | 12 | 14 | 12 | 14 | 12 | Stringer or Tie Plates, outside Hatchways | 34 | 9 | 35 | 9 |
| " Rider Plate | 10 1/8 | 12 | 10 1/8 | 12 | 10 1/8 | 12 | 10 1/8 | 12 | Flat of Lower Deck* | 34 | 9 | 35 | 9 |
| " Bulb Plate to Intercostal Keelson | 5 | 4 | 5 | 4 | 5 | 4 | 5 | 4 | Ceiling betwixt Decks, thickness and material | 34 | 9 | 35 | 9 |
| " Angle Irons | 5 | 4 | 5 | 4 | 5 | 4 | 5 | 4 | " in hold do. do. | 34 | 9 | 35 | 9 |
| " Double Angle Iron Side Keelson | 5 | 4 | 5 | 4 | 5 | 4 | 5 | 4 | Main piece of Rudder, diameter at head | 34 | 9 | 35 | 9 |
| " Side Intercostal Plate | 5 | 4 | 5 | 4 | 5 | 4 | 5 | 4 | do. at heel | 34 | 9 | 35 | 9 |
| " do. Angle Irons | 5 | 4 | 5 | 4 | 5 | 4 | 5 | 4 | Can the Rudder be unshipped afloat? | 34 | 9 | 35 | 9 |
| " Attached to outside plating with angle iron | 5 | 4 | 5 | 4 | 5 | 4 | 5 | 4 | Bulkheads No. 5 No. per Rule 4 | 34 | 9 | 35 | 9 |
| BILGE Angle Irons | 5 | 4 | 5 | 4 | 5 | 4 | 5 | 4 | " Thickness of | 34 | 9 | 35 | 9 |
| " do. Bulb Iron | 5 | 4 | 5 | 4 | 5 | 4 | 5 | 4 | " Height up | 34 | 9 | 35 | 9 |
| " do. Intercostal plates riveted to plating for length | 5 | 4 | 5 | 4 | 5 | 4 | 5 | 4 | " How secured to sides of ship | 34 | 9 | 35 | 9 |
| BILGE STRINGER Angle Irons | 5 | 4 | 5 | 4 | 5 | 4 | 5 | 4 | " Size of Vertical Angle Irons | 34 | 9 | 35 | 9 |
| Intercostal plates riveted to plating for length | 5 | 4 | 5 | 4 | 5 | 4 | 5 | 4 | " Are the outside Plates doubled two spaces of Frames in length? | 34 | 9 | 35 | 9 |
| SIDE STRINGER Angle Irons | 5 | 4 | 5 | 4 | 5 | 4 | 5 | 4 | | 34 | 9 | 35 | 9 |

The FRAMES extend in one length from *Keel* to *gunwale* Riveted through plates with *3/4* in. Rivets, about *5* apart.

The REVERSED ANGLE IRONS on floors and frames extend *across* middle line to *above hold beam stringer* 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 1/8* 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 *3/4* in. diameter averaging *3 1/2* ins. from centre to centre.

" Butts of *four* Strakes at Bilge for *1/2* length, treble riveted with Butt Straps *1/8* 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 1/2* ins. from cr. to cr.

" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets *3/4* in. diameter, averaging *3 1/2* 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 *5/4 to 5/2* Breadth of laps of plating in single riveting

" Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? *yes* No. of Breasthooks, *4* Crutches, *4*

That description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.?
 manufacturer's name or trade mark, *Consell plating*
 The above is a correct description.
 Surveyor's Signature, *James Hall Russell* Surveyor's Signature, *J. Kettle*

Workmanship. Are the butts of plating planed or otherwise fitted? *all planed 3452 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 *Iron pitch and reaper 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 *Masts fore and main are formed of two plates of 7/8 inch plates double clincher. Butts held riveted butt straps 1/8 thicker than plates. Length of fore mast deck to hounds 40.3. Main deck 23. Keel 19 1/2 hounds 10 1/2. Length of Main Mast 45 feet. See as fore Mast. Laid by R. Daniel Low Walker Sept 9, 25 1882. Laid by R. Daniel Low Walker 13 Dec 1882.*

| NUMBER for EQUIPMENT | | Fathoms. | Inches. | Test per Certificate. | Inches per Rule. | Machine where Tested & Suprntd. | ANCHORS. | | N ^o . | Weight. By Stock. | Test per Certificate. | W'ght req'd per Rule. | Machine where Tested & Suprntd. |
|--------------------------|----------------------|----------|---------|-----------------------|------------------|---------------------------------|---------------|--|------------------|-------------------|-----------------------|-----------------------|---------------------------------|
| SAILS. | | | | | | | Bower Anchors | | 3 | 25.2.14 | 25.5.3.21 | 25.2.0 | 25.3/20 |
| CABLES, &c. | | | | | | | Stream Anchor | | 1 | 8.2.14 | 10.15.0.0 | 8.2.0 | 10.12/20 |
| N ^o . | Chain | 240 | 1 5/8 | 44 1/2 | 240 | 44 1/2 | Kedge | | 1 | 4.1.14 | 6.13.3.0 | 4.1.0 | 6.12/20 |
| Fore Sails, | Iron Stream Chain | 45 | 1 | 18 1/2 | 45 | 18 1/2 | 2nd Kedge | | 1 | 2.1.4 | 4.14.2.0 | 2.1.0 | 4.15/20 |
| Fore Top Sails, | or Steel Wire | | | | | | | | | | | | |
| Fore Topmast Stay Sails, | or Hempen Strm Cable | 90 | 3/4 | 22 1/2 | 90 | 22 1/2 | | | | | | | |
| Main Sails, | Towline, Hemp. | | | | | | | | | | | | |
| Main Top Sails, | or Steel Wire | 90 | 5/2 | | 90 | 5/2 | | | | | | | |
| and | Hawser | 90 | 5 | | 90 | 5 | | | | | | | |
| | Warp | 120 | 5 1/2 | | | | | | | | | | |
| | quality | 100 | 4 1/2 | | | | | | | | | | |

Standing and Running Rigging *gal^a fine, hemp* sufficient in size and *good* quality. She has *one 20 ft* Long Boat and *2 22 ft* life boats *1 1/2* in.

The Windlass is *Harpleas patent* Capstan *iron* and Rudder *good* Pumps *6* in *sea efficient*

Engine Room Skylights.—How constructed? *Iron crammings keel above* How secured in ordinary weather? *bolted to crammings*

What arrangements for deadlights in bad weather? *glass butty eyes in top of skylight*

Coal Bunker Openings.—How constructed? *Carp. and wrought iron crammings* How are lids secured? *with hinges work a bar.* Height above deck? *12 and 36 inches above deck.*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Two discharge ports and eight scuppers on each side.*

Cargo Hatchways.—How formed? *Iron crammings riveted to beams triplates and iron deck*

State size Main Hatch *20.0 x 11.5* Forehatch *12.0 x 11.5* Quarterhatch *20.0 x 11.5*

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

What arrangement for shifting beams? *Deep web plate in Main and Quarter hatches. strong beam in fore hatch*

Hatches. If strong and efficient? *Yes. solid 2 1/2 inches thick*

Order for Special Survey No. *570* DATES of Surveys held while building as per Section 18.

Date *Dec 2 1881* 1st. On the several parts of the frame, when in place, and before the plating was wrought *Built under special survey as follows. April 6. 8. 10. 12. 13. 14. 15. 19. 22. 23.*

Order for Ordinary Survey No. *229* 2nd. On the plating during the process of riveting *22. 26. 27. 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.*

Date *Dec 5 1881* 3rd. When the beams were in and fastened, and before the decks were laid *July 10. 23. 25. 29. Aug 2. 4. 6. 9. 10. 11. 12. 14. 17. 18. 19. 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.*

No. *229* in builder's yard. 4th. When the ship was complete, and before the plating was finally coated or cemented *30. Oct. 3. 5. 7. 9. 11. 12. 14. 15. 20. 26. 27. 28. 31. Nov. 2. 3. 5. 6. 10. 11. 17. 20. 22. 25. 28. 30. Dec. 5. 7. 11. 15. 22. 26. 31. Jan.*

5th. After the ship was launched and equipped *2. 5. 9. 11. 12. 15. 16. 17. 19. 25. 27. 29. 30. Feb. 1. 2. 5. 9. 10. 13. 16. 19. 20. 21. 22. March. 1. 2. 5. 10. 15. 1882.*

General Remarks (State quality of workmanship, &c.) *Workmanship of good quality. The iron used in the construction of this vessel, as well as the masts has been tested and found to be of good quality. Length of poop 142 feet, ditto of fore-castle 34 feet; ditto of fore water ballast tank 50 feet, capacity 100 tons, ditto of after ballast tank 50 feet, capacity 100 tons. And is built in accordance with accompanying approved tracings as per Secretary's Letters dated 30 Nov 3 Dec 1881, and 18 January 1882.*

State if one, two, or three decked vessel, or if spar, or arcing 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* and *Portland cement in flat* Outside *Patent paint*

I am of opinion this Vessel should be Classed *1000 1st iron deck*

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

Special ... £ 51 : 8 : 0 *Mar 14 1883*

Certificate ... *grates* (to be sent as per margin). *J. M. Kettle* Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *Friday 16th March 1883.*

Character assigned *TRW 100A*

15th