

# IRON SHIP.

(Received at London Office, 5th Nov 1882)

No. 3469 Survey held at Aburdeen Date, First Survey Nov 2<sup>nd</sup> 1882 Last Survey July 9<sup>th</sup> 1883

On the St. Bognwald Iron Screw Steamer

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

Master J. Mason

Built at Aburdeen

When built 1883 Launched 5 June 1883

By whom built J. & Co. Russell & Co.

Owners part of Scotland, Aberdeen & Shetland Steam Navigation Co. Limited

Residence Aburdeen

Port belonging to Aburdeen

Destined Voyage Coasting

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

under special survey

Official number 5403

Tonnage under Deck 43  
Ditto of Third Spar, or Awning Deck. 20.94  
Ditto of Poop, or Raised Or. Dk. 56.03  
Ditto of Houses on Deck 4.46  
Ditto of Forecastle 3.31  
Gross Tonnage 919.82  
Less Crew Space 44.25  
Less Engine Room 388.59  
Register Tonnage as out on Beam 486.98

Half Breadth (moulded) 15.5 Feet.  
Depth from upper part of Keel to top of Upper Deck Beams 10.84  
Girth of Half Midship Frame (as per Rule) 28.85  
1st Number 01.22  
1st Number, if a 3-Decked Vessel deduct 7 feet  
Length 238.5  
2nd Number 14000.94  
Proportions— Breadths to Length 4.6  
Depths to Length—Upper Deck to Keel 14.1  
Main Deck ditto

LENGTH on deck as per Rule 238.5 Feet. 15.5 Inches. BREADTH— Moulded 31 Feet. 45 Inches. DEPTH top of Floors to Upper Deck Beams 10.84 Feet. 45 Inches. Do. do. Main Deck Beams 14.1 Feet. 15.5 Inches. Power of Engines 250 Horse. N° of Decks with flat laid One N° of Tiers of Beams Two

Dimensions of Ship per Register, length 240.8 breadth, 31.35 depth, 15.2

	Inches in Ship.	Inches per Rule.		Inches in Ship.	Inches per Rule.
KEEL, depth and thickness	<u>4 1/2 x 3/4</u>	<u>4 1/2 x 3/4</u>	Flat Keel Plates, breadth and thickness	<u>35</u>	<u>11</u>
STEM, moulding and thickness	<u>4 1/2 x 2 3/8</u>	<u>4 1/2 x 2 3/8</u>	PLATES in Garboard Strakes, br'dth & thickness	<u>35</u>	<u>11</u>
STERN-POST for Rudder do. do.	<u>4 1/2 x 4 3/4</u>	<u>4 1/2 x 4 3/4</u>	From Garboard to upper part of Bilges	<u>9/10</u>	<u>9/10</u>
" " for Propeller	<u>4 1/2 x 4 3/4</u>	<u>4 1/2 x 4 3/4</u>	Of d'bling at Bilge, or increased thickness, and length applied		
Distance of Frames from moulding edge to moulding edge, all fore and aft	<u>23</u>	<u>23</u>	From up. prt of Bilge to lr. edge of Sh'rstrake	<u>9/10</u>	<u>9/10</u>
FRAMES, Angle Iron, for 3/4 length amidships	<u>4 3/4</u>	<u>4 3/4</u>	Main Sheerstrake, breadth and thickness	<u>34</u>	<u>11</u>
Do. for 1/2 at each end	<u>4 3/8</u>	<u>4 3/8</u>	Of d'bling at Sh'stk. & Ing. applied 3/4 length	<u>20</u>	<u>9</u>
REVERSED FRAMES, Angle Iron	<u>3 3/8</u>	<u>3 3/8</u>	From M'n. to Up. or Spar Dk. Sh'rstrake		
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	<u>1 1/2 x 9/10</u>	<u>1 1/2 x 9/10</u>	Up. or Spar Dk Sh'rstrake, br'dth & thic'k'ns	<u>20</u>	<u>9</u>
" thickness at the ends of vessel	<u>1 1/2</u>	<u>1 1/2</u>	Butt Straps to outside plating, breadth & thickness	<u>2 1/2</u>	<u>1 1/2</u>
" depth at 3/4 the half-bdth. as per Rule	<u>9/10</u>	<u>9/10</u>	Lengths of Plating <u>5 frame spaces</u>		
" height extended at the Bilges	<u>30 inches</u>	<u>30 inches</u>	Shifts of Plating, and Stringers <u>2 frame shift</u>		
BEAMS, Upper, Spar, or Awning Deck	<u>4 1/2</u>	<u>4 1/2</u>	Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness	<u>3.6</u>	<u>10</u>
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron			Angle Iron on ditto	<u>5 1/2</u>	<u>9</u>
Single or double Angle Iron on Upper edge	<u>3 1/2</u>	<u>3 1/2</u>	Tie Plates fore and aft, outside Hatchways		
Average space	<u>3.10</u>	<u>3.10</u>	Diagonal Tie Plates on Beams No. of Pairs	<u>9</u>	<u>9</u>
BEAMS, Main, or Middle Deck			Flat of Up., Spar, or Awning Dk.	<u>5 1/2</u>	<u>5 1/2</u>
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron			How fastened to Beams	<u>9/10</u>	<u>9/10</u>
Single, or double Angle Iron, on Upper Edge			Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness		
Average space			Is the Stringer Plate attached to the outside plating?		
BEAMS, Lower Deck			Angle Irons on ditto, No.		
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron			Tie Plates, outside Hatchways		
Single or double Angle Iron on Upper Edge			Diagonal Tie Plates on Beams, No. of pairs		
Average space			Flat of Middle Deck* do. do.		
BEAMS, Hold, or Orlop	<u>4 1/2</u>	<u>4 1/2</u>	How fastened to Beams		
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron			Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	<u>31</u>	<u>9</u>
Single or double Angle Iron on Upper Edge	<u>3 1/2</u>	<u>3 1/2</u>	Is the Stringer Plate attached to the outside plating?	<u>yes</u>	
Average space	<u>3.10</u>	<u>3.10</u>	Angle Irons on ditto, No. two	<u>3 1/2</u>	<u>3 1/2</u>
KEELSONS Centre line, single or double plate, box, or Intercostal, Plates	<u>15</u>	<u>15</u>	Stringer or Tie Plates, outside Hatchways		
" Rider Plate	<u>10 1/2</u>	<u>10 1/2</u>	Flat of Lower Deck* <u>Old line</u>	<u>3 1/2 x 5</u>	
" Bulb Plate to Intercostal Keelson			in hold		
" Angle Irons	<u>5 3/2</u>	<u>5 3/2</u>	Ceiling betwixt Decks, thickness and material	<u>2 x 5 1/2</u>	
" Double Angle Iron Side Keelson			" in hold do. do.	<u>3</u>	<u>3 1/2</u>
" Side Intercostal Plate	<u>5 3/2</u>	<u>5 3/2</u>	Main piece of Rudder, diameter at head	<u>6</u>	<u>5 1/2</u>
" do. Angle Irons	<u>5 3/2</u>	<u>5 3/2</u>	do. at heel	<u>3</u>	<u>3</u>
" Attached to outside plating with angle iron	<u>3 3/4</u>	<u>3 3/4</u>	Can the Rudder be unshipped afloat? <u>yes</u>		
BILGE Angle Irons	<u>5 3/2</u>	<u>5 3/2</u>	Bulkheads No. <u>5</u> No. per Rule <u>4 4</u>		
" do. Bulb Iron <u>1/2 length</u>	<u>4 1/2</u>	<u>4 1/2</u>	" Thickness of <u>7/8</u>		
" do. Intercostal plates riveted to plating for <u>1/2 length</u>			" Height up <u>to main deck</u>		
BILGE STRINGER Angle Irons	<u>5 3/2</u>	<u>5 3/2</u>	" How secured to sides of ship <u>between two frames</u>		
Intercostal plates riveted to plating for <u>1/2 length</u>			" Size of Vertical Angle Irons <u>3 x 3 1/2</u> and distance apart <u>30</u> ins.		
SIDE STRINGER Angle Irons			" Are the outside Plates doubled two spaces of Frames in length? <u>yes</u>		

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 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 3 Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 3/5 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 1/2 length amidships.

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

" Breadth of laps of plating in double riveting 5 1/2 to 6 Breadth of laps of plating in single riveting 5

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

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

Manufacturer's name or trade mark, Westmark

The above is a correct description.

Builder's Signature, Hall Russell & Co. Surveyor's Signature, J. R. Kettle

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

ROBERT EDMUND TAYLOR & SON Commercial and General Steam Printers, 19, Old Street, Goswell Road, E.C., London.

ABN - 03 85

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

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

3469 ABN

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? *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 *well* 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 hounds 45 feet dia at deck 19. ditto ditto of Main Mast 45 feet dia at deck 18 inches*

Taken by D. J. Lewis at Betherton near Dudley 23<sup>rd</sup> May 1883. Tested by D. J. Lewis at Betherton 19<sup>th</sup> May 1883.

No.	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.					
								No.	Weight. Ex. Stock.	Test per Certificate.	Wght req'd per Rule.	Machine where Tested & Suprntd.	
	Fore Sails,	Chain .....	240	1 1/2	40.100.0	249 1/2	40 3/4	3	20.3.10	21.10.1.7	21.2.0	21 1/2	21 1/2
	Fore Top Sails,	Iron Stream Chain	5 feet		58.14.0.0	1 1/2	58 7/16		20.0.15	20.19.1.10	19.2.2.0	20.5.1.0	
	Fore Topmast Stay Sails,	or Steel Wire ..	100	3 1/2	25 tons	204 3/4	22 1/2		19.3.9	20.12.3.7	19.3.1.0	18.18.0.14	
	Main Sails,	Hempen Strm } Cable .....	120	10		204 1/2			4.0.15				
	Main Top Sails, and	Towline, Hemp. or Steel Wire ..	240	8		204 1/2			60.5.7				
		Hawser .....	180	5					2.1.12	9.11.2.4	4.1.0	9.9.1.14	
		Warp .....	90	6					3.1.19	5.15.3.0	3.2.0	5.13.2.0	
		quality <i>good</i>	90	4 1/2					1.3.10	4.4.0.21	1.3.0	4.4.2.0	

Standing and Running Rigging *gaff rig, hemp* sufficient in size and *good* in quality. She has *Swamp* Long Boat, and *two* 24 ft cutters.  
The Windlass is *Emmerson Walker* Capstan and Rudder *good* Pumps *2"* 5 in copper lined efficient  
Engine Room Skylights.—How constructed? *strong oak frame* How secured in ordinary weather? *fastened to coamings*  
What arrangements for deadlights in bad weather? *glass bulls eyes in top of skylight*  
Coal Bunker Openings.—How constructed? *cast iron rings* How are lids secured? *chest* Height above deck? *flush on main deck*  
Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *six scuppers and four discharge ports on each side*  
Cargo Hatchways.—How formed? *Iron coamings riveted to beams and iron deck*  
State size Main Hatch *4.10 x 4.10* Forehatch *4.10 x 4.10* Quarterhatch *✓*  
If of extraordinary size, state how framed and secured? *Medium Side*  
What arrangement for shifting beams? *none*  
Hatches, If strong and efficient? *yes, solid*

Order for Special Survey No. *2027* DATES of Surveys held while building as per Section 18:  
Date *Nov 15/1882*  
Order for Ordinary Survey No. *2028*  
Date *Nov 15/1882*  
No. *2021* in builder's yard.  
State dates of letters respecting this case *9<sup>th</sup> November 1882*

General Remarks (State quality of workmanship, &c.) *Workmanship of good quality*  
*samples of the iron used in the construction of this vessel have been tested and found to be of good quality*  
*Length of poop 48 feet, bridge space 62 feet of fore-castle 60 feet.*  
*The first lower anchor is 18 lbs light, and the first keedge is 9 lbs light, but the collective weights of the three lower are in excess of the requirements of the rules, that provided the Committee do not object, I am of opinion that the figure 1 may be assigned.*  
*On d is built in accordance with accompanying approved tracings as per scantlings letter dated 9<sup>th</sup> Nov 1882.*

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? *Red Lead, Portland Cement in flat* Outside *Paint*  
I am of opinion this Vessel should be Classed *100A-1. Iron deck*  
The amount of the Entry Fee .....£ *5 : 0 : 0* is received by me, *J. H. Kettle*  
Special .....£ *43 : 15 : 0* *13 July 1883*  
(to be sent as per margin). Certificate ... *gratis*  
(Travelling Expenses, if any, £ *none*)

Committee's Minute *TUESDAY 17 JULY 1883 18*  
Character assigned *100A-1*  
*J. H. Kettle*  
Surveyor to Lloyd's Register of British and Foreign Shipping.  
*The vessel appears to be capable to be classed 100A as recommended*  
*1st (iron) 2nd (iron)*  
*17/7/83*

(The Surveyors are requested not to write on or below the space for Committee's Minute.)