

IRON SHIP.

THURSDAY 13th SEPT 1883No. 344 Survey held at Aberdeen Date, First Survey June 26th 1882 Last Survey Sept 11 1883

On the Winged Bang Iron S.S. Brigantine

TONNAGE under
Tonnage Deck 2135.48
Ditto of Third, Spar,
or Awaiting Deck. 28.15
Ditto of Poop, or
Raised Qr. Dk. 15.42
Ditto of Houses
on Deck 105.39
Ditto of Forecastle
House 48.01
Gross Tonnage 2350.25
Less Crew Space 73.48
Less Engine Room 448.50
Register Tonnage
as out on Beam 1517.21

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

Half Breadth (moulded) 20.0
Depth from upper part of Keel to top of Upper Deck Beams 26.0
Girth of Half Midship Frame (as per Rule) .. . 42.7
1st Number 88.4
1st Number, if a 3-Decked Vessel .. deduct 7 feet
.. .. . 81.4
Length 284.45
2nd Number 23509.14
Proportions— Breadths to Length 4.1
Depths to Length—Upper Deck to Keel 11.9
Main Deck ditto

Master W. B. Jackson
Built at Aberdeen
When built 1883 Launched 7th July 1883
By whom built James Hall, Dundee
Owners Indo China Navigation Co
Residence Malacca, London
Port belonging to London
Destined Voyage China
If Surveyed while Building, Afloat, or in Dry Dock.
Under Special Survey

LENGTH on deck as per Rule .. 284.45 BREADTH—Moulded .. 40 DEPTH top of Floors to Upper Deck Beams .. 26 Do. do. Main Deck Beams .. 19 Feet. Inches. Feet. Inches. Feet. Inches. Feet. Inches. Power of Engines ... 310 Horse. No. of Decks with flat laid 2 No. of Tiers of Beams 3

Dimensions of Ship per Register, length, 290.5 breadth, 40.2 depth, 24.

	Inches in Ship.	Inches per Rule.
KEEL, depth and thickness	10 1/2 3/4	10 1/2 3/4
STEM, moulding and thickness	10 1/2 6	10 1/2 6
STERN-POST for Rudder do. do.	10 1/2 6	10 1/2 6
" " for Propeller	10 1/2 6	10 1/2 6
Distance of Frames from moulding edge to } moulding edge, all fore and aft	24 inches	24 inches
FRAMES, Angle Iron, for 2/3 length amidships	5 3/2 8	5 3/2 8
Do. for 1/3 at each end	5 3/2 4	5 3/2 4
REVERSED FRAMES, Angle Iron	3 1/2 3/2 8	3 1/2 3/2 8
FLOORS, depth and thickness of Floor Plate } at mid line for half length amidships	2 1/2 4 1/2 9	2 1/2 4 1/2 9
" thickness at the ends of vessel	5	5
" depth at 3/4 the half-bdth. as per Rule	19 1/2	19 1/2
" height extended at the Bilges	4 1/2	4 1/2
BEAMS, Upper, Spar, or Awaiting Deck } Single or d'ble Ang. Iron, Plate or Tee Bulb Iron } Single or double Angle Iron on Upper edge	5 1/2 8	5 1/2 8
Average space	4 feet	4 feet
AMS, Main, or Middle Deck } Single or d'ble Ang. Iron, Plate or Tee Bulb Iron } Single or double Angle Iron, on Upper Edge	5 1/2 8	5 1/2 8
Average space	4 feet	4 feet
AMS, Lower Deck } Single or d'ble Ang. Iron, Plate or Tee Bulb Iron } Single or double Angle Iron on Upper Edge	5 1/2 8	5 1/2 8
Average space	4 feet	4 feet
BEAMS, Hold, or Orlop } Single or d'ble Ang. Iron, Plate or Tee Bulb Iron } Single or double Angle Iron on Upper Edge	5 1/2 8	5 1/2 8
Average space	4 feet	4 feet
KEELSONS Centre line, single or double plate, } box, or Intercoastal, Plates	2 1/2 13	2 1/2 13
" Rider Plate	13	13
" Bulb Plate to Intercoastal Keelson	5 4 9	5 4 9
" Angle Irons	5 4 9	5 4 9
" Double Angle Iron Side Keelson	5 4 9	5 4 9
" Side Intercoastal Plate	5 4 9	5 4 9
" do. Angle Irons	5 4 9	5 4 9
" Attached to outside plating with angle iron	5 4 9	5 4 9
BILGE Angle Irons	5 4 9	5 4 9
" do. Bulb Iron	5 4 9	5 4 9
" do. Intercoastal plates riveted to } plating for 3/5 length	5 4 9	5 4 9
BILGE STRINGER Angle Irons	5 4 9	5 4 9
Intercoastal plates riveted to } plating for 3/5 length	5 4 9	5 4 9
SIDE STRINGER Angle Irons	5 4 9	5 4 9

The FRAMES extend in one length from keel to gunwale Riveted through plates with 3/4 1/2 in. Rivets, about 5 to 6 apart.

The REVERSED ANGLE IRONS on floors and frames extend across middle line to above main deck 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 2 1/2 ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 3/4 1/2 in. diameter, averaging 2 1/2 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 1/2 in. diameter averaging 2 1/2 ins. from centre to centre.

Butts of Main Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 1 1/8 thicker than the plates they connect.

Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 3/4 1/2 in. diameter, averaging 2 1/2 ins. from cr. to cr.

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

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

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

Manufacturer's name or trade mark, Bousfield & Moor

The above is a correct description.

Builder's Signature, Hall Russell & Co Surveyor's Signature, J. W. Kettle Surveyor to Lloyd's Register of British and Foreign Shipping.

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.

