

IRON SHIP.

(Received at London Office, THURS 19 MARCH 1885)

No. 3584 Survey held at Aburdeen Date, First Survey Aug 5 1884 Last Survey March 14 1885
 On Reverend Sh

TONNAGE under 349.97 **ONE OR TWO DECKED, THREE DECKED VESSEL,** Master J. Russell
349.97 **SPAR, OR AWNING-DECKED VESSEL.** Built at Aburdeen
 Ditto of 11.06 **Half Breadth (moulded)** 15.00 When built 1885 Launched 25 Feb 1885
 Ditto of 14.00 **Depth from upper part of Keel to top of Upper Deck Beams** 11.45 By whom built James A. Russell & Co.
 Ditto of 12.39 **Girth of Half Midship Frame (as per Rule)** 24.33 Owners J. Russell & Co.
 Ditto of 12.39 **1st Number** 52.46 Residence Glasgow
 Ditto of 12.39 **1st Number, if a 3-Decked Vessel deduct 7 feet** 45.76 Port belonging to Glasgow
 Ditto of 12.39 **Length** 114 Destined Voyage Glasgow
 Ditto of 12.39 **2nd Number** 4020.90 ☒ Surveyed while Building, Afloat, or in Dry Dock.
 Ditto of 12.39 **Proportions—Breadths to Length** 4.9 Under special survey
 Ditto of 12.39 **Depths to Length—Upper Deck to Keel** 9.24
 Ditto of 12.39 **Main Deck ditto** 9.24

LENGTH	Feet.	Inches.	BREADTH	Feet.	Inches.	DEPTH	Feet.	Inches.	Power of	Horse.	Nº. of Decks with flat laid	Nº. of Tiers of Beams
on deck as	114		Moulded...	24.33		top of Floors to Upper	13	2 1/2	Engines ...		One	One
per Rule ...						Deck Beams						
						Do. do. Main Deck Beams						
Dimensions of Ship per Register, length <u>114</u> breadth, <u>24.33</u> depth, <u>11.45</u>												
KEEL , depth and thickness ... <u>4 1/2</u> <u>1 1/2</u> STEM , moulding and thickness ... <u>8 1/2</u> <u>1 1/2</u> STERN-POST for Rudder do. do. ... <u>8 1/2</u> <u>1 1/2</u> " " for Propeller ... <u>21</u> <u>inches</u> Distance of Frames from moulding edge to moulding edge, all fore and aft ... <u>30</u> <u>inches</u>												
FRAMES , Angle Iron, for 1/2 length amidships ... <u>3 1/2</u> <u>3</u> <u>6</u> Do. for 1/2 at each end ... <u>3 1/2</u> <u>3</u> <u>5</u> REVERSED FRAMES , Angle Iron ... <u>3 1/2</u> <u>3</u> <u>5</u> FLOORS , depth and thickness of Floor Plate at mid line for half length amidships ... <u>15</u> <u>6</u> <u>15</u> <u>6</u> " thickness at the ends of vessel ... <u>1 1/2</u> <u>5</u> <u>5</u> " depth at 1/2 the half-bdth. as per Rule ... <u>1 1/2</u> <u>5</u> <u>5</u> " height extended at the Bilges ... <u>30</u> <u>inches</u> <u>30</u> <u>inches</u>												
BEAMS , Upper, Spar, or Awning Deck Single or double Angle Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper edge ... <u>2 1/2</u> <u>2 1/2</u> <u>6</u> <u>2 1/2</u> <u>2 1/2</u> <u>6</u> Average space ... <u>3.5</u> <u>3.5</u> BEAMS , Main, or Middle Deck Single or double Angle Iron, Plate or Tee Bulb Iron Single, or double Angle Iron, on Upper Edge ... <u>2 1/2</u> <u>2 1/2</u> <u>6</u> <u>2 1/2</u> <u>2 1/2</u> <u>6</u> Average space ... <u>3.5</u> <u>3.5</u> BEAMS , Lower Deck Single or double Angle Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper Edge ... <u>2 1/2</u> <u>2 1/2</u> <u>6</u> <u>2 1/2</u> <u>2 1/2</u> <u>6</u> Average space ... <u>3.5</u> <u>3.5</u> BEAMS , Hold, or Orlop Single or double Angle Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper Edge ... <u>2 1/2</u> <u>2 1/2</u> <u>6</u> <u>2 1/2</u> <u>2 1/2</u> <u>6</u> Average space ... <u>3.5</u> <u>3.5</u>												
PLATES in Garboard Strakes, br'dth & thickness ... <u>10</u> <u>8</u> <u>10</u> <u>8</u> " From Garboard to upper part of Bilges ... <u>5.4</u> <u>5.4</u> " Of d'bling at Bilge, or increased thickness, and length applied ... <u>5.4</u> <u>5.4</u> " From up. prt of Bilge to l.r. edge of Sh'rstrake ... <u>5.4</u> <u>5.4</u> " Main Sheerstrake, breadth and thickness ... <u>5.4</u> <u>5.4</u> " Of d'bling at Sh'rstrake & lng. applied ... <u>5.4</u> <u>5.4</u> " From M'n. to Up. or Spar Dk. Sh'rstrake ... <u>5.4</u> <u>5.4</u> " Up. or Spar Dk. Sh'rstrake, br'dth & thickness ... <u>5.4</u> <u>5.4</u> Butt Straps to outside plating, breadth & thickness ... <u>5.4</u> <u>5.4</u> Lengths of Plating ... <u>5.4</u> <u>5.4</u> Shifts of Plating, and Stringers ... <u>5.4</u> <u>5.4</u> Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness ... <u>5.4</u> <u>5.4</u> Angle Iron on ditto ... <u>5.4</u> <u>5.4</u> Tie Plates fore and aft, outside Hatchways ... <u>5.4</u> <u>5.4</u> Diagonal Tie Plates on Beams No. of Pairs ... <u>5.4</u> <u>5.4</u> Flat of Up., Spar, or Awning Dk. ... <u>5.4</u> <u>5.4</u> How fastened to Beams ... <u>5.4</u> <u>5.4</u> Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness ... <u>5.4</u> <u>5.4</u> Is the Stringer Plate attached to the outside plating? ... <u>5.4</u> <u>5.4</u> Angle Irons on ditto, No. ... <u>5.4</u> <u>5.4</u> Tie Plates, outside Hatchways ... <u>5.4</u> <u>5.4</u> Diagonal Tie Plates on Beams, No. of pairs ... <u>5.4</u> <u>5.4</u> Flat of Middle Deck* do. do. ... <u>5.4</u> <u>5.4</u> How fastened to Beams ... <u>5.4</u> <u>5.4</u> Stringer Plates on ends of Lower Deck, Hold or Orlop Beams ... <u>5.4</u> <u>5.4</u> Is the Stringer Plate attached to the outside plating? ... <u>5.4</u> <u>5.4</u> Angle Irons on ditto, No. ... <u>5.4</u> <u>5.4</u>												

ABN. Report Box #8.

ABN/3584

Angle Irons ... 3 3 6
 Double Angle Iron Side Keelson ... 5
 Side Intercoastal Plate ... 5
 do. Angle Irons ... 5
 Attached to outside plating with angle iron ... 5
BILGE Angle Irons ... 3 3 6
 do. Bulb Iron ... 5
 do. Intercoastal plates riveted to plating for length ... 5
UPPER STRINGER Angle Irons ... 3 3 6
 Intercoastal plates riveted to plating for length ... 5
SIDE STRINGER Angle Irons ... 3 3 6
 The **FRAMES** extend in one length from keel to gunwale
 The **REVERSED ANGLE IRONS** on floors and frames extend across middle line to gunwale and to gunwale
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 5/8 in. diameter, averaging 5 ins. from centre to centre.
 " Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 5/8 in. diameter, averaging 5 ins. from centre to centre.
 " Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 5/8 in. diameter averaging 5 ins. from centre to centre.
 " Butts of One Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 5/8 thicker than the plates they connect.
 " Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 5/8 in. diameter, averaging 2 1/2 ins. from cr. to cr.
 " Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 5/8 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 length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.
 " Butts of Main Stringer Plate, treble riveted for length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length amidships.
 " Breadth of laps of plating in double riveting 4 1/2 Breadth of laps of plating in single riveting 3
 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.? ABN. Report Box #8
 Manufacturer's name or trade mark, ABN. Report Box #8
 The above is a correct description. ABN. Report Box #8
 Builder's Signature, ABN. Report Box #8 Surveyor's Signature, ABN. Report Box #8
 Surveyor to Lloyd's Register of British and Foreign Shipping.

IRON SHIP.

(Received at London Office, THURS 19 APRIL 1885)

No. 3584 Survey held at Aberdeen

Date, First Survey Aug 5 1884

Last Survey March 17 1885

1885

TONNAGE under
Age Deck
of Third, Spar,
or Awning Deck.Ditto of Poop, or
Dk.Houses
on Deck

of Forecastle

Gross Tonnage

Less Crew Space

Less Engine Room

Register Tonnage
as out on BeamONE OR TWO DECKED, THREE DECKED VESSEL,
SPAR, OR AWNING-DECKED VESSEL.

Half Breadth (moulded) 15' 0"

Depth from upper part of Keel to top of Upper Deck Beams 11' 4 1/2"

Girth of Half Midship Frame (as per Rule) 24' 3 1/2"

1st Number 52' 4 1/2"

1st Number, if a 3 Decked Vessel deduct 7 feet

Length 154'

2nd Number 7026.96

Proportions— Breadths to Length 4' 9"

Depths to Length—Upper Deck to Keel 9' 2 1/2"

Main Deck ditto

Master

Built at

When built

Launched

By whom built

Owners

Residence

Port belonging to

Destined Voyage

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

Under special Survey

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			Moulded...			Deck Beams			Engines ...		No. of Tiers of Beams
per Rule ...						Do. do. Main Deck Beams.....					

Dimensions of Ship per Register, length 140' 4" breadth, 24' 5" depth, 11' 4 1/2"

KEEL, depth and thickness 4 1/2" x 1 1/2"

STEM, moulding and thickness... .. . 6 1/2" x 1 1/2"

STERN-POST for Rudder do. do. 6 1/2" x 1 1/2"

" " for Propeller 21 inches

Distance of Frames from moulding edge to

moulding edge, all fore and aft 21 inches

FRAMES, Angle Iron, for 1/2 length amidships 3 1/2" x 3"

Do. for 1/2 at each end 3 1/2" x 3"

REVERSED FRAMES, Angle Iron 3 1/2" x 3"

FLOORS, depth and thickness of Floor Plate

at mid line for half length amidships 15' 6"

" thickness at the ends of vessel 5"

" depth at 1/2 the half-bdth. as per Rule 4 1/2"

" height extended at the Bilges... .. . 30 inches

BEAMS, Upper, Spar, or Awning Deck

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

Single or double Angle Iron on Upper edge 2 1/2" x 3 1/2"

Average space... .. . 3' 6"

BEAMS, Main, or Middle Deck

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

Single, or double Angle Iron, on Upper Edge 2 1/2" x 3 1/2"

Average space... .. . 3' 6"

BEAMS, Lower Deck

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

Single or double Angle Iron on Upper Edge 2 1/2" x 3 1/2"

Average space... .. . 3' 6"

BEAMS, Hold, or Orlop

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

Single or double Angle Iron on Upper Edge 2 1/2" x 3 1/2"

Average space... .. . 3' 6"

KEELSONS Centre line, single or double plate,

box, or Intercoastal, Plates 8" x 10"

Rider Plate 8" x 5 1/2"

Bulb Plate to Intercoastal Keelson 3" x 3" x 6"

Angle Irons 5"

Double Angle Iron Side Keelson

Side Intercoastal Plate

do. Angle Irons

Attached to outside plating with angle iron

BILGE Angle Irons 3" x 3" x 6"

do. Bulb Iron... .. .

do. Intercoastal plates riveted to

plating for length)

SIDE STRINGER Angle Irons

Intercoastal plates riveted to plating for

length)

The FRAMES extend in one length from

The REVERSED ANGLE IRONS on floors and frames extend

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

PLATING. Garboard, double riveted to Keel, with rivets

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets

Butts of Strakes at Bilge for 1/2 length, treble riveted with Butt Straps

Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets

Edges of Main Sheerstrake, double or single riveted.

Butts of Main Sheerstrake, treble riveted for length amidships.

Butts of Main Stringer Plate, treble riveted for length amidships.

Butts of Upper or Spar Stringer Plate, treble riveted for length.

Breadth of laps of plating in single riveting

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

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

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.

3584 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 seams of butts*

Masts, Bowsprit, Yards, &c., are *in* 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 *The masts fore and main are formed of 2 plates of 1/4" thick, Landed double channel, built with raised water shape for the main than plates. Length of fore mast 46 ft. 6 in. to head 50 ft. Main mast 33 ft. 6 in. to head 35 ft. 6 in. The bowsprit formed of 2 plates of 1/4" thick Landed double channel built with shape for the main than plates & further riveted. Two angle bars 2 1/2" x 3/4" x 1/4" riveted to the bowsprit plate 4 ft. 9 in. long at the head 15 ft. 6 in. long at the foot.*

Ordered by J. G. Bureau at Rochester 25/27 Dec 1884. Tested by J. G. Bureau 2/20/21 Jan 1885.

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	Wt. req'd per Rule.	Machine where Tested & Suprntd.
SAILS.							Bower Anchors					
CABLES, &c.							(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)					
N ^o .	Chain	290	1 1/2	25.4.20	195	25 lb						
(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)				25.0.00	1 1/2	25 lb						
Fore Sails,												
Fore Top Sails,		50	1 1/2	25.0.00	50 of 1 1/2	25 lb						
Fore Topmast Stay Sails,												
Main Sails,		90	12		75 of 8							
Main Top Sails,		90	6		90 of 5 1/2							
and		90	4									
quality												

Standing and Running Rigging *gal^l wire* sufficient in size and *good* in quality. She has *one* Long Boat and *one* 14 ft. gig
The Windlass is *hopper patent* Capstan *iron* and Rudder *iron* Pumps *5" 5" 8" efficient*

Engine Room Skylights.—How constructed? *—* How secured in ordinary weather? *—*

What arrangements for deadlights in bad weather? *—*

Coal Bunker Openings.—How constructed? *—* How are lids secured? *—* Height above deck? *—*

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

Cargo Hatchways.—How formed? *then coamings riveted to beams and the plates*

State size **Main Hatch** *10.6 x 8 ft* **Forehatch** *4.5 x 4 ft* **Quarterhatch** *4.5 x 4 ft*

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

What arrangement for shifting beams? *One shifting beam in Main Hatch*

Hatches. If strong and efficient? *Yes Solid*

Order for Special Survey No. *589* Date *4 July 1884*
Order for Ordinary Survey No. *589* Date *4 July 1884*
No. *324* in builder's yard.
State dates of letters respecting this case *June 30 1884*

General Remarks (State quality of workmanship, &c.) *Workmanship of good quality samples of the iron used in the construction of this vessel as well as the masts have been tested and found to be of good quality. And is built in accordance with approved accompanying tracings as per Secretary's letter above stated. Length of Liverpool house 21 ft. side of raised Quarter Deck 33 ft. side of deck house 21 ft. side of anchor deck 15 ft.*

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 and Portland Cement 2 1/2 ft* Outside *paint*

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

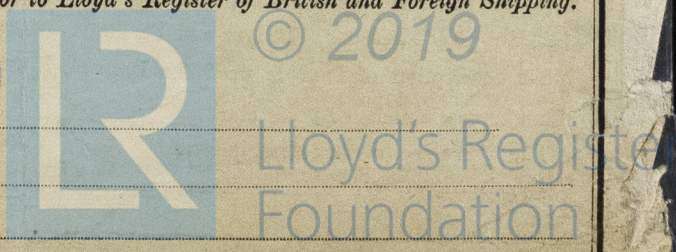
The amount of the Entry Fee£ 2 : 0 : 0 is received by me, *J. H. Kettle*
Special£ 14 : 12 : 0 18 *March* 1885

(to be sent as per margin). Certificate ... *Gratis*
(Travelling Expenses, if any, £ *none*)

Committee's Minute *FRIDAY 20 MARCH 1885* 18

Character assigned *100 cl 1*

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



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

ABN. Report Box #8.

ABN/3584