

IRON SHIP.

No. **4425** Survey held at **Dundee** Date, First Survey **17th Nov 1880** Last Survey **31st August** 1881

On the **S.S. Kaverley**

Tonnage under Tonnage Deck } **2766.84**
 Ditto of Third, Spar, Deck } **206.36**
 Ditto of Poop, Deck } **60.51**
 Ditto of Houses on Deck } **10.13**
 Ditto of Forecastle } **48.55**
 Gross Tonnage } **3096.13**
 Less Crew Space } **83.33**
 Less Engine Room } **3012.80**
 Register Tonnage as cut on Beam } **2022.04**

SPAR, OR AWNING DECKED VESSEL.

Half Breadth (moulded) ... **20.00**
Depth from upper part of Keel to top of Upper Deck Beams ... **30.375**
Girth of Half Midship Frame (as per Rule) ... **45.46**
1st Number ... **95.83**
1st Number, if a 3-Decked Vessel ... deduct 7 feet **7.00**
2nd Number ... **88.83**
Length ... **338.16**
2nd Number ... **30038.75**
Proportions— Breadths to Length ... **8.45**
Depths to Length—Upper Deck to Keel ... **11.13**
Main Deck ditto ... **14.78**

Master **A. Burgess**
Built at **Dundee**
When built **1881** **Launched** **28th July**
By whom built **Courlay Bros & Co.**
Owners **Williamson Milligan & Co.**
Residence **Liverpool**
Port belonging to **Liverpool**
Destined Voyage **Cape of Good Hope**
If Surveyed while Building, Afloat, or in Dry Dock.
Surveyed while building

LENGTH on deck as per Rule ... **338** **Feet.** **2** **Inches.** **0** **BREADTH—** Moulded ... **40** **Feet.** **0** **Inches.** **0** **DEPTH** top of Deck Beams to Upper Deck Beams ... **26** **Feet.** **10** **Inches.** **4** **Do. do. Main Deck Beams** ... **19** **Feet.** **10** **Inches.** **4** **Power of Engines** ... **320** **Horse.** **320** **No. of Decks with flat laid** **Two** **No. of Tiers of Beams** **Three**

Dimensions of Ship per Register, length, **340.0** breadth, **40.2** depth, **26.8**

	Inches in Ship			Inches per Rule			16ths in Ship			16ths per Rule		
	Inches	Feet	Inches	Inches	Feet	Inches	16ths	Feet	16ths	16ths	Feet	16ths
KEEL , depth and thickness ...	Centre through plate											
STEM , moulding and thickness ...	10 x 3											
STERN-POST for Rudder do. do. ...	12 x 5											
" " for Propeller ...	12 x 5											
Distance of Frames from moulding edge to moulding edge, all fore and aft ...	24											
FRAMES , Angle Iron, for $\frac{3}{4}$ length amidships ...	5 1/2 x 3 1/2											
Do. for $\frac{1}{2}$ at each end ...	3 1/2 x 3 1/2											
REVERSED FRAMES , Angle Iron ...	3 1/2 x 3 1/2											
FLOORS , depth and thickness of Floor Plate at mid line for half length amidships ...	cellular double bottom											
" thickness at the ends of vessel ...	cellular double bottom											
" depth at $\frac{3}{4}$ the half-bdth. as per Rule ...	cellular double bottom											
" height extended at the Bilges ...	cellular double bottom											
BEAMS , Upper, Spar, or Awning Deck ...	7 x 7											
Single Angle Iron on Upper edge ...	3 x 3											
Average space ...	on every frame											
BEAMS , Main, or Middle Deck ...	7 1/2 x 7											
Single Angle Iron on Upper Edge ...	3 1/2 x 3											
Average space ...	on every frame											
BEAMS , Lower Deck ...	10 x 10											
Single Angle Iron on Upper Edge ...	3 1/2 x 3 1/2											
Average space ...	on alternate frames											
KEELSONS Centre line, ...	4 1/2 x 4 1/2											
Side Plate ...	5 1/2 x 1 1/2											
Double Angle Iron Side Keelson ...	5 1/2 x 1 1/2											
Side Interstitial Plate ...	10 x 1 1/2											
Attached to outside plating with ...	10 x 1 1/2											
BILGE STRINGER Angle Irons ...	6 1/2 x 4											
Intercoastal plates riveted to plating for ...	12 1/2 x 9											
SIDE STRINGER Angle Irons ...	Three											

The **FRAMES** extend in **one** length from **Keel** to **gunwale** Riveted through plates with **7/8** in. Rivets, about **6** apart.

The **REVERSED ANGLE IRONS** on floors and frames extend from **middle line** to **main deck** and to **upper deck** 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 1/2** 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 **7/8** in. diameter, averaging **3 1/2** ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets **7/8** in. diameter averaging **3 1/2** ins. from centre to centre.

Butts of 3 Strakes at Bilge for **1/2** length, treble riveted with Butt Straps **7/8** thicker than the plates they connect.

Edges from Bilge to Main Sheerstrake, worked clencher, double **single** riveted; with rivets **7/8** in. diameter, averaging **3 1/2** ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets **7/8** in. diameter, averaging **3 1/2** ins. from cr. to cr.

Edges of Main Sheerstrake, double **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 amidships.

Breadth of laps of plating in double riveting **5 1/2 x 6 1/2**. Breadth of laps of plating in single riveting **5 1/2**.

Butt Straps of Keelsons, Stringer and Tie Plates, treble **double** Riveted? **Yes** No. of Breasthooks, **5** Crutches, **5**

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

Manufacturer's name or trade mark **Duffin & Orman, Long H^c** **Plates from Head H^c** **Bolton & Vaughan H^c** **Arncliffe & Cleveland H^c** **Barnes H^c**

The above is a correct description.

Builder's Signature, **Gordon & Brother, Glasgow** Surveyor's Signature, **Geo. Cooper**

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

Workmanship. Are the butts of plating planed or otherwise fitted? *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? *few*

Masts, Bowsprit, Yards, &c., are un in good condition, and sufficient in size and length. If of Iron or Steel give Scantlings and if stamped with Maker's name. State also Length and Diameter of Lower Masts and Bowsprit

Four mast Pole. Extreme length 136 1/2 ft Max diam. 27 1/2 } Three plates in the round to lower rounds & two
main 129 1/2 27 1/2 } above. Seams double below, single above. Butts beveled
below, single above - Plates 9/16 to 5/16 - Doubled at joints
& rounds - Manner of Gun For Steel H².

[illegible]

Standing and Running Riggings *gal^s-w^h w^h & 20^{pe}* sufficient in size and *good* in quality. She has *Two* *Life* Boats and *two others*

The Windlass is Patent - Emerson & Walker Capstan and Budder Pumps Two 6" in each compartment.

Engine Room Skylights. How constructed? *Each skylight on iron casing* How secured in ordinary weather? *Steam cleaning glass*
What arrangements for deadlights in bad weather? *2 ft above bridge deck*

What arrangements for deadlights in bad weather? *solid shutters & bullseyes*

Coal Bunker Openings.—How constructed? *rust iron frame* How are bds secured? *bolts*

Coal bunker openings.—How constructed? *stiff iron frame* How are lids secured? *chain* Height above deck? *6 in.*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *6 scuppers & 4 1/2 inch hatches*

What arrangements in clearing upper deck or water, in case of shipping a sea? 6 clippers & 7 flap ports in high sea

Cargo Hatchways.—How formed? *Plate & angle iron in usual way*

State size **Main Hatch** 24x12 Forehatch 12x12 Quarterhatch 16x12 & 12x12

What arrangement for shifting beams? *two web plates in main hatch & one in the other 2 hatches*

Hatches, If strong and efficient? *4/2*

Order for Special Survey No. 402 | 1st. On the several parts of the frame when in 1960 11-17-42 11-17-42 11-17-42 11-17-42

Date	6th Nov 1880	1st.	On the several parts of the frame, when in place, and before the plating was wrought	1880 Nov 17.22; Dec 8.15.82. 1881 Jan 3.12.17.26,
		2nd.	On the plating during the process of riveting	Mar 5.8.11.13.17.25.31. 1881 Jan 3.12.17.26,

Order for Ordinary Survey No. ☒ 1

Date _____

4th. When the ship was complete, and before the plating was finally applied, as a record _____

_____ and before the decks were laid.... } since 1-6-07-14-18-23 July 4-8-12-15-19-25-28 Aug 1-4-11-1

_____ 29-31-

No. **108** in builder's yard. DATE held as per (plating was finally coated or cemented.. } 7-8-20
5th. After the ship was launched and equipped *London letter 25 10/11/2020*

General Remarks (State quality of workmanship, &c.) *This vessel is built as a three decked vessel in accordance*

General Remarks (State quality of workmanship, etc.) *Van Nostrand is built as a three decker vessel in accordance with the approved midsection & the longitudinal plan approved & added to as shown in red thereon.*

of which plans are attached hereto

She is constructed with cellular bottom. Length 4 cm. 15.

Slips attached - The centre garden is described above - the side garden - three in number on each side

respectively $\frac{5}{16}$ $\frac{1}{16}$ & $\frac{1}{16}$ the wing plate being $\frac{5}{16}$ - the butts of these are lapped & double riveted. The bottom is at center 42" x $\frac{3}{16}$ wide the rivets & bolts $\frac{3}{16}$ - the $\frac{1}{4}$ in. wide $\frac{3}{4}$ in. wide in plate. The

Plum is at Centre 40 x 9/16 - Under the inglets & bolers 9/16 - The underside of the mudship plating is 9/16 & esp. 5/8 - Beams & bulkheads lapped & double riveted - Solid floor plates under main & side bulkheads.

along frame & on alternate frames over the remainder of the beach these floor plates are 9% in central space & 7%

he has also a fore peck bank which with the cellular double bottom has been tested in records.

in the Rules & is 'satisfactory' 1

The has prop 39 ft. long. bridge across 82 ft. long & top falls

Forecastle 20 ft. long to which all the frames are run up & the ends are of iron - Prop & beams are of timber 6 1/2 x 3 x 9 1/2 - Forecastle beam of Bulwark 7 1/2 x 7 1/2 - 18 1/2 - 6. The iron 22 x 7 1/2

Yours very truly,
Wm. Webb

Many wet frames are filled throughout organ & outer space 10 ft. apart & strong beams are put
here underneath at each deck in this part.

but pronounced as soon as in this part.

The woman is a well educated woman.

The bookmanuscript & Melville are alike satisfactory

~~State if one, two, or three decked vessel, or if spar, or awning deck;~~ and the lengths of poop, bridge, forecabin ^{2. above} ~~or main mast and deck.~~ (If double bottom state particulars as above.)

How are the surfaces preserved from oxidation? Inside Cyanide & paint Outside Paint

How are the surfaces preserved from oxidation? Inside Chloride & paint Outside Paint & Comp

The amount of the Entry Fee 100 A is received by me.

3096 tons Special £102 : 8 : 0

102: 8: 8 Mary Harris & Nathan
Certificate ...
100 to 1000000 ...
Surveyor to Florida Pacific of British and Foreign

(to be sent as per margin) 107 : 8 : 6
Travelling Expenses, if any, £ _____).

Committee's Minute Friday, September, 9th 1881. Classed 100A -
~~20th~~ 20th 3th Bone - 2 Iron 5th. Cellular Doubt

Character assigned 100 A 1 90 fms. of 4" steel wire and 180 fms. of 3 1/2" steel

been supplied instead of 120 pins of 1/2" steel.
respects the Equipment is equal to the Rules, and a

express fragment to signal a the news