

# IRON SHIP.

No. *5450* Survey held at *Glasgow* Date, First Survey *March 11<sup>th</sup> 1880* Last Survey *July 21<sup>st</sup> 1881*  
 in the Iron Screw Steamer *"Atlantique"* (Screw Rig) Master *James Marshall*

**PLANES** under Tonnage Deck *2288* OR TWO DECKED, THREE DECKED VESSEL.  
 SPAR, OR RUNNING-DECKED VESSEL.  
 Feet.  
**HALF BREADTH** (moulded) *17.95*  
**DEPTH** from upper part of Keel to top of Upper Deck Beams *27.70*  
**GIRTH** of Half Midship Frame (as per Rule) *41.08*  
**1st NUMBER** *86.73*  
**1st NUMBER, if a 3-DECKED VESSEL, deduct 7 feet** *79.73*  
**LENGTH** *318.0*  
**2nd NUMBER** *25.554*  
**PROPORTIONS**—Breadths to Length *8.85*  
 Depths to Length—Upper Deck to Keel *11.47*  
 Main Deck ditto *15.51*

Built at *Watt & Co Glasgow*  
 When built *1881* Launched *30 May 81*  
 By whom built *C. Connell*  
 Owners *Edw. Rossier*  
 Port belonging to *Liverpool Harb.*  
 Destined Voyage *probably Havre*  
 If Surveyed while Building, Afloat, or in Dry Dock.  
*Specially surveyed while building*

**NGTH** deck as *318.0* **BREADTH**—Moulded... *35.90* **DEPTH** top of Floors to Upper Deck Beams *26.7* **Power of Engines** *300* **Horse** *300* **N° of Decks with flat laid** *2* **N° of Tiers of Beams** *3*

| Dimensions of Ship per Register, length, <i>320.0</i> breadth, <i>36.2</i> depth, <i>25.55</i> |     | Inches in Ship.   | Inches per Rule.  | Inches in Ship. | Inches per Rule. | Inches in Ship. | Inches per Rule. | Inches in Ship. | Inches per Rule. |
|--|-----|-------------------|-------------------|-----------------|------------------|-----------------|------------------|-----------------|------------------|
| <b>EL.</b> depth and thickness   | ... | <i>10 x 2 3/4</i> | <i>10 x 2 3/4</i> | ...             | ...              | ...             | ...              | ...             | ...              |
| <b>EM.</b> moulding and thickness  | ... | <i>10 x 2 3/4</i> | <i>10 x 2 3/4</i> | ...             | ...              | ...             | ...              | ...             | ...              |
| <b>ERN-POST</b> for Rudder do. do.   | ... | <i>10 x 5 1/2</i> | <i>10 x 5 1/2</i> | ...             | ...              | ...             | ...              | ...             | ...              |
| " for Propeller  | ... | <i>10 x 5 1/2</i> | <i>10 x 5 1/2</i> | ...             | ...              | ...             | ...              | ...             | ...              |
| Distance of Frames from moulding edge to moulding edge, all fore and aft                       | ... | <i>24</i>         | <i>24</i>         | ...             | ...              | ...             | ...              | ...             | ...              |
| <b>AMES.</b> Angle Iron, for 3/4 length amidships  | ... | <i>5</i>          | <i>5</i>          | <i>3</i>        | <i>3</i>         | <i>8</i>        | <i>8</i>         | <i>5</i>        | <i>5</i>         |
| do. for 1/2 at each end  | ... | <i>3 1/2</i>      | <i>3 1/2</i>      | <i>3</i>        | <i>3</i>         | <i>8</i>        | <i>8</i>         | <i>3</i>        | <i>3</i>         |
| <b>VERSED FRAMES.</b> Angle Iron   | ... | <i>3 1/2</i>      | <i>3 1/2</i>      | <i>3</i>        | <i>3</i>         | <i>8</i>        | <i>8</i>         | <i>3</i>        | <i>3</i>         |
| <b>DOORS.</b> depth and thickness of Floor Plate   | ... | <i>2 1/4</i>      | <i>2 1/4</i>      | <i>10</i>       | <i>10</i>        | <i>2 1/4</i>    | <i>2 1/4</i>     | <i>10</i>       | <i>10</i>        |
| do. mid line for half length amidships   | ... | ...               | ...               | <i>8</i>        | <i>8</i>         | ...             | ...              | <i>8</i>        | <i>8</i>         |
| thickness at the ends of vessel  | ... | ...               | ...               | <i>12</i>       | <i>12</i>        | ...             | ...              | ...             | ...              |
| depth at 3/4 the half-bdth. as per Rule  | ... | <i>4 1/2</i>      | <i>4 1/2</i>      | ...             | ...              | ...             | ...              | ...             | ...              |
| height extended at the Bilges  | ... | <i>6</i>          | <i>6</i>          | <i>3</i>        | <i>3</i>         | <i>8</i>        | <i>8</i>         | <i>6</i>        | <i>6</i>         |
| <b>AMS.</b> Upper, <i>Spar, or</i> <i>Amidships Deck</i>                                       | ... | <i>24</i>         | <i>24</i>         | ...             | ...              | ...             | ...              | ...             | ...              |
| Angle or <i>Double</i> Angle Iron, on Upper edge   | ... | <i>6</i>          | <i>6</i>          | <i>3</i>        | <i>3</i>         | <i>8</i>        | <i>8</i>         | <i>6</i>        | <i>6</i>         |
| Average space  | ... | <i>24</i>         | <i>24</i>         | ...             | ...              | ...             | ...              | ...             | ...              |
| <b>BEAMS.</b> Main, or Middle Deck   | ... | <i>6</i>          | <i>6</i>          | <i>3</i>        | <i>3</i>         | <i>8</i>        | <i>8</i>         | <i>6</i>        | <i>6</i>         |
| Angle <i>Double</i> Angle Iron, on Upper edge  | ... | <i>24</i>         | <i>24</i>         | ...             | ...              | ...             | ...              | ...             | ...              |
| Average space  | ... | <i>24</i>         | <i>24</i>         | ...             | ...              | ...             | ...              | ...             | ...              |
| <b>BEAMS.</b> Lower Deck, <i>Hold, or Orlop</i>  | ... | <i>5 1/2</i>      | <i>5 1/2</i>      | <i>8</i>        | <i>8</i>         | <i>5 1/2</i>    | <i>5 1/2</i>     | <i>8</i>        | <i>8</i>         |
| Angle or <i>Double</i> Angle Iron, on Upper edge   | ... | <i>3</i>          | <i>3</i>          | <i>7</i>        | <i>7</i>         | <i>3</i>        | <i>3</i>         | <i>7</i>        | <i>7</i>         |
| Average space  | ... | <i>4 1/2</i>      | <i>4 1/2</i>      | ...             | ...              | ...             | ...              | ...             | ...              |
| <b>KEELSONS</b> Centre line, single <i>or double</i> plate,                                    | ... | <i>24</i>         | <i>24</i>         | <i>13</i>       | <i>13</i>        | <i>24</i>       | <i>24</i>        | <i>13</i>       | <i>13</i>        |
| do. <i>Rider Plate</i>   | ... | <i>13</i>         | <i>13</i>         | <i>13</i>       | <i>13</i>        | ...             | ...              | ...             | ...              |
| do. <i>Angle Irons</i>   | ... | <i>6</i>          | <i>6</i>          | <i>4</i>        | <i>4</i>         | <i>9</i>        | <i>9</i>         | <i>6</i>        | <i>6</i>         |
| do. <i>Double Angle Iron</i>   | ... | ...               | ...               | <i>9</i>        | <i>9</i>         | ...             | ...              | ...             | ...              |
| do. <i>Side Intercoastal Plate</i>   | ... | <i>6</i>          | <i>6</i>          | <i>4</i>        | <i>4</i>         | <i>9</i>        | <i>9</i>         | <i>6</i>        | <i>6</i>         |
| do. <i>Angle Irons</i>   | ... | <i>6</i>          | <i>6</i>          | <i>4</i>        | <i>4</i>         | <i>9</i>        | <i>9</i>         | <i>6</i>        | <i>6</i>         |
| do. <i>Attached to outside plating with angle iron</i>   | ... | <i>11</i>         | <i>11</i>         | <i>9</i>        | <i>9</i>         | <i>11</i>       | <i>11</i>        | <i>9</i>        | <i>9</i>         |
| <b>BILGE</b> Angle Irons   | ... | <i>6</i>          | <i>6</i>          | <i>4</i>        | <i>4</i>         | <i>9</i>        | <i>9</i>         | <i>6</i>        | <i>6</i>         |
| do. <i>Bulb Iron</i>   | ... | <i>11</i>         | <i>11</i>         | <i>9</i>        | <i>9</i>         | <i>11</i>       | <i>11</i>        | <i>9</i>        | <i>9</i>         |
| do. <i>Intercoastal plates riveted to plating for 3/4 length</i>                               | ... | <i>11</i>         | <i>11</i>         | <i>9</i>        | <i>9</i>         | <i>11</i>       | <i>11</i>        | <i>9</i>        | <i>9</i>         |
| <b>BILGE STRINGER</b> Angle Irons  | ... | <i>6</i>          | <i>6</i>          | <i>4</i>        | <i>4</i>         | <i>9</i>        | <i>9</i>         | <i>6</i>        | <i>6</i>         |
| Intercoastal plates riveted to plating for 3/4 length  | ... | <i>11</i>         | <i>11</i>         | <i>9</i>        | <i>9</i>         | <i>11</i>       | <i>11</i>        | <i>9</i>        | <i>9</i>         |
| <b>KEEL STRINGER</b> Angle Irons   | ... | ...               | ...               | ...             | ...              | ...             | ...              | ...             | ...              |
| Transoms, material. Knight-heads. Hawse Timbers.   | ... | ...               | ...               | ...             | ...              | ...             | ...              | ...             | ...              |
| Windlass <i>Iron patent</i> . Pall Bitt <i>not required</i> .                                  | ... | ...               | ...               | ...             | ...              | ...             | ...              | ...             | ...              |

The **FRAMES** extend in one length from *Keel* to *gunwale* Riveted through plates with *7/8* in. Rivets, about *7* 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 1/8* in. diameter, averaging *5 1/2* ins. from centre to centre. *Hydraulic riveted.*  
 Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets *7/8* in. diameter, averaging *3 3/4* ins. from centre to centre.  
 Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets *7/8* in. diameter averaging *3 3/4* ins. from centre to centre.  
 Butts of *2* Strakes at Bilge for *1/2* length, treble riveted with Butt Straps *1 1/2* thicker than the plates they connect.  
 Edges from bilge to Main Sheerstrake, worked clencher, double riveted; with rivets *7/8* in. diameter, averaging *3 3/4* ins. from cr. to cr.  
 Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets *7/8* in. diameter, averaging *3 3/4* 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 *half* length.  
 Breadth of laps of plating in double riveting *5 1/2 x 6* Breadth of laps of plating in single riveting *—*  
 Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? *Yes*  
 Terway, how secured to Beams *Iron gutter* (Explain by Sketch, if necessary.)  
 Sides of the various Decks, how secured to the sides? *Knees welded to beams* No. of Breasthooks, *5* Crutches, *3*  
 What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *Best*  
 Manufacturer's name or trade mark, *Angles "Mossend" Floors and Stringer plates "Stockton & Co"*  
 The above is a correct description. *Deck and shell plating "Consell"*  
 Builder's Signature, *Charles Connell* Surveyor's Signature, *J. D. Ward*  
 Surveyor to Lloyd's Register of British and Foreign Shipping.

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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? *A few in corners of butts only.*

Masts, Bowsprit, Yards, &c., are *now* 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 *Fore mast (pole) 126.0 extreme; diameter at partners 24", at lower mast head 17 1/2; topmast head 8"; Built in two plates 7 to 3 in thickness; edges double riveted to lower mast head, single riveted above. Butt straps 1/2" thicker and treble riveted. Two angles 3 1/2 x 3 7/8" extend for 99 feet from heel.*

*Main mast pole 111.0 Extreme length, same diameter as Fore mast; of plates 6 to 3, with two angle irons*

| NUMBER for EQUIPMENT | SAILS.                   | CABLES, &c.         | Fathoms. | Inches. | Test per Certificate. | Inches per Rule. | Machine where Tested & Suprtd. | ANCHORS.      | N <sup>o</sup> . | Weight.    | Test per Certificate. | Wt req'd per Rule. | Machine where Tested & Suprtd. |
|----------------------|--------------------------|---------------------|----------|---------|-----------------------|------------------|--------------------------------|---------------|------------------|------------|-----------------------|--------------------|--------------------------------|
|                      |                          |                     |          |         | Tons.                 |                  |                                |               |                  | Ex. Stock. |                       |                    |                                |
|                      | Fore Sails,              | Chain <i>2623</i>   | 135 1/2  | 1 7/8   | 63 1/2                | 270 x 1 1/4      | <i>Chester 21 Feb 1880</i>     | Bower Anchors |                  | 34-1-0     | 31-16-1-0             | 34-0-0             |                                |
|                      | Fore Top Sails,          | Iron Str'm Chain    | 135 1/2  | 1 7/8   | 88 1/2                |                  | <i>A.S. Jack 23 Feb 1880</i>   |               |                  | 34-1-15    | 31-18-1-0             | 34-0-0             |                                |
|                      | Fore Topmast Stay Sails, | Butt do.            | 75       | 1 1/8   | 22 1/2                | 75 x 1 1/2       | <i>Chester 23 Feb 1880</i>     |               |                  | 29-3-13    | 28-10-2-14            | 29-0-0             |                                |
|                      | Hmpn Strm Cbl            | Butt do.            | 90       | 12      | 34 1/8                | 90 x 12          | <i>A.S. Jack 23 Feb 1880</i>   |               |                  | 10-3-17    | 12-16-0-0             | 10-3-0             |                                |
|                      | Hawser ...               |                     | 90       | 11      |                       | 90 x 11          |                                |               |                  | 5-2-12     | 7-18-1-0              | 5-2-0              |                                |
|                      | Main Sails,              | Towlines            | 90       | 7 1/2   |                       | 90 x 7 1/2       |                                |               |                  | 5-1-0-21   |                       |                    |                                |
|                      | Main Top Sails,          | Warp ...            |          |         |                       |                  |                                |               |                  | 2-1-26     | 5-0-0-0               | 2-2-0              |                                |
|                      |                          | quality <i>good</i> |          |         |                       |                  |                                |               |                  | 5-3-1      |                       |                    |                                |

Standing and Running Rigging *Salv wire - Hemp* sufficient in size and *good* in quality. She has *2* ~~Life~~ Boats and *2* others. The Windlass is *Iron pulley*. Capstan *Norfield's* and Rudder *Good*. Pumps *As approved plan*

Engine Room Skylights, How constructed? *Leak on iron bonings*. How secured in ordinary weather? *Bolted.*

What arrangements for deadlights in bad weather? *Tarpaulins secured to iron rods.*

Coal Bunker Openings. How constructed? *Cast iron ring, bolted*. How are lids secured? *By lockings*. Height above deck? *4 inches*. Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *Scuppers and 5 mooring pipes on each side and part open bulwarks.*

Cargo Hatchways. How formed? *Iron comings riveted to beams & carlings*. State size, *Main Hatch 15-11 x 10-5*, *N<sup>o</sup> 1 Fore hatch 9-11 x 7-11*, *N<sup>o</sup> 3 on spare bunker hatch 5-11 x 6-11*, *Quarter hatch (N<sup>o</sup> 4) 11-11 x 9-11*, *(N<sup>o</sup> 5) 9-11 x 9-0*

If of extraordinary size, state how framed and secured? *Usual size*. What arrangement for shifting beams? *Web plate in main hatch; bulb shifting beams in fore and quarter hatches.*

Hatches, If strong and efficient? *Yes (solid)*

|  |   |   |
|--|---|---|
| Order for Special Survey No. <i>1464</i> | 1st. On the several parts of the frame, when in place, and before the plating was wrought | <i>1880; March 11, 17, April 8, 26, May 6, 19, 25, 31; June 11, 17, 22, 30; July 5, 9, 13, 28; Aug. 3, 6, 23, 27, 31; Sept. 3, 6, 13, 22, 28; Oct. 5, 13, 18, 22, 27; November 1, 4, 10, 16, 22; December 1, 8, 10, 14, 17, 22, 29.</i> |
| Date <i>15 Jan. 1880</i>                 | 2nd. On the plating during the process of riveting  |   |
| Order for Ordinary Survey No.            | 3rd. When the beams were in and fastened, and before the decks were laid...               | <i>1881 January 10, 11, 12, 17, 20, 25, 27; Feb. 4, 10, 15, 17, 22; March 2, 3, 4, 10, 14, 17, 25; April 1, 4, 11, 14, 21, 27, 28; May 3, 5, 6, 10, 12, 19, 27; June 2, 15, 22, 30; July 4, 12, 15, 19, 21.</i>                         |
| Date                                     | 4th. When the ship was complete, and before the plating was finally coated or cemented... |   |
| No. <i>122</i> in builder's yard.        | 5th. After the ship was launched and equipped   |   |

General Remarks (State quality of workmanship, &c.)

*\* 3 1/2 x 3 x 7/8" extending for 84 feet from the heel; Edges up to lower mast head double riveted; Butt straps 1/2" thicker than plates and treble riveted. Fore Yard, 64.0 extreme; Seat 14 1/2 at slings, 7 1/2 at ends. Built in two plates 5 to 3; Edges single, but treble riveted, doubled at slings for 5-6."*

The workmanship is of good quality. This vessel has been built in accordance with the accompanying approved sketches of Midship Section, Engine and Boiler Space and pumping plan; and otherwise in conformity to the Rules for the 100A 3 decked class.

Erections on Deck: Midship House and Casings *56 x 13 x 7 (high)*, and side houses *21.9 x 7 broad x 7 high*; decked over & extended to sides by *4 x 3 x 6* angle iron beams 4 ft apart with a *16 x 7/8* plate on ends, and connected to Bulwark plating increased in height at this part and additionally stiffened for supporting boats. Poop *28 ft*, Forecastle *38-6*

State if ~~one~~ *two* or three decked vessel, ~~and the lengths of poop, fore-castle, or raised quarter-deck, and the length of double or part double bottom.~~

How are the surfaces preserved from oxidation? Inside *Cement and Paint* Outside *Paint*

I am of opinion this Vessel should be Classed *\* 100A.1 (3 decked rule, 2 Decks 3 tiers of Beams, 2 iron decks)*

The amount of the Entry Fee ... £ 5 : : : is received by me, *July 1881*  
Special ... £ 84 : 3 : *14 July 1881*  
Certificate ... : : :  
(Travelling Expenses, if any, £ 4.4/0.)

Committee's Minute *Friday, August, 5th 1881.*

Character assigned *100A*  
*Lloyd's Reg.*  
*2 Iron Decks 2 Iron Decks*  
*3 Beams*  
*Edwards*  
*Surveyor to Lloyd's Register of British and Foreign Shipping.*  
*This vessel has been built in accordance with the approved drawings and the Rules and appears eligible to be classed + 100A.1 as recommended*  
*Lloyd's Register Foundation*