

# IRON SHIP.

No. *5526* Survey held at *Glasgow* Date, First Survey *6<sup>th</sup> Oct 1880* Last Survey *26<sup>th</sup> October 1881*

On the *S.S. "Ataska"*

| TONNAGE under Tonnage Deck | ONE OR TWO DECKED  | THREE DECKED VESSEL | Master   | Price                            |
|----------------------------|--|---------------------|--|----------------------------------|
| <i>345.78</i>              | <del>SPAR, OR AWNING DECKED VESSEL</del>                         |                     | <i>Glasgow</i>                                   |                                  |
| <i>1656.19</i>             | Half Breadth (moulded) .. .. .                                   | <i>25.0</i>         | Built at   | <i>Glasgow</i>                   |
| <i>6586.24</i>             | Depth from upper part of Keel to top of Upper Deck Beams .. .. . | <i>40.4</i>         | When built                                       | <i>1880-81</i>                   |
| <i>345.78</i>              | Girth of Half Midship Frame (as per Rule) .. .. .                | <i>58.8</i>         | Launched   | <i>15<sup>th</sup> July 1881</i> |
|                            | 1st Number .. .. .   | <i>123.9</i>        | By whom built                                    | <i>Ino. Elder &amp; Co.</i>      |
|                            | 1st Number, if a 3-Decked Vessel .. deduct 7 feet                | <i>116.9</i>        | Owners   | <i>Stephen B. Guion</i>          |
|                            | Length .. .. .   | <i>499</i>          | Residence  | <i>Liverpool</i>                 |
|                            | 2nd Number .. .. .   | <i>58333</i>        | Port belonging to                                | <i>Liverpool</i>                 |
|                            | Proportions— Breadths to Length .. .. .                          | <i>9.98</i>         | Destined Voyage                                  | <i>New York</i>                  |
|                            | Depths to Length— Upper Deck to Keel .. .. .                     | <i>12.3</i>         | Surveyed while Building, Afloat, or in Dry Dock. | <i>and</i>                       |
|                            | Main Deck ditto .. .. .  | <i>15.4</i>         | Built under Special Survey                       |                                  |

| LENGTH on deck as per Rule   | Feet. | Inches. | BREADTH— Moulded | Feet. | Inches. | DEPTH top of Floors to Upper Deck Beams | Feet. | Inches. | Power of Engines | Horse. | Nº. of Decks with flat laid | Nº. of Tiers of Beams |
|--|-------|---------|------------------|-------|---------|---|-------|---------|------------------|--------|-----------------------------|-----------------------|
| <i>499</i>   |       |         | <i>50</i>        |       |         | <i>37</i>                               |       |         | <i>1800</i>      |        | <i>Four</i>                 | <i>Four</i>           |
| Dimensions of Ship per Register, length, <i>500</i> breadth, <i>50.0</i> depth, <i>38.0</i>                    |       |         |                  |       |         |   |       |         |                  |        |                             |                       |
| KEEL, depth and thickness .. .. .  |       |         |                  |       |         |   |       |         |                  |        |                             |                       |
| STEM, moulding and thickness .. .. .   |       |         |                  |       |         |   |       |         |                  |        |                             |                       |
| STERN-POST for Rudder do. do. .. .. .  |       |         |                  |       |         |   |       |         |                  |        |                             |                       |
| " " for Propeller .. .. .  |       |         |                  |       |         |   |       |         |                  |        |                             |                       |
| Distance of Frames from moulding edge to moulding edge, all fore and aft .. .. .                               |       |         |                  |       |         |   |       |         |                  |        |                             |                       |
| FRAMES, Angle Iron, for $\frac{3}{4}$ length amidships .. .. .   |       |         |                  |       |         |   |       |         |                  |        |                             |                       |
| Do. for $\frac{1}{2}$ at each end .. .. .  |       |         |                  |       |         |   |       |         |                  |        |                             |                       |
| REVERSED FRAMES, Angle Iron .. .. .  |       |         |                  |       |         |   |       |         |                  |        |                             |                       |
| FLOORS, depth and thickness of Floor Plate at mid line for half length amidships .. .. .                       |       |         |                  |       |         |   |       |         |                  |        |                             |                       |
| " thickness at the ends of vessel .. .. .  |       |         |                  |       |         |   |       |         |                  |        |                             |                       |
| " depth at $\frac{3}{4}$ the half-bath. as per Rule .. .. .  |       |         |                  |       |         |   |       |         |                  |        |                             |                       |
| " height extended at the Bilges .. .. .  |       |         |                  |       |         |   |       |         |                  |        |                             |                       |
| BEAMS, Upper, Spar, or Awning Deck .. .. .   |       |         |                  |       |         |   |       |         |                  |        |                             |                       |
| Single or double Angle Iron, Plate or Tee Bulb Iron .. .. .  |       |         |                  |       |         |   |       |         |                  |        |                             |                       |
| Single or double Angle Iron on Upper edge .. .. .  |       |         |                  |       |         |   |       |         |                  |        |                             |                       |
| Average space .. .. .  |       |         |                  |       |         |   |       |         |                  |        |                             |                       |
| BEAMS, Main, or Middle Deck .. .. .  |       |         |                  |       |         |   |       |         |                  |        |                             |                       |
| Single or double Angle Iron, Plate or Tee Bulb Iron .. .. .  |       |         |                  |       |         |   |       |         |                  |        |                             |                       |
| Single or double Angle Iron on Upper Edge .. .. .  |       |         |                  |       |         |   |       |         |                  |        |                             |                       |
| Average space .. .. .  |       |         |                  |       |         |   |       |         |                  |        |                             |                       |
| BEAMS, Lower Deck .. .. .  |       |         |                  |       |         |   |       |         |                  |        |                             |                       |
| Single or double Angle Iron, Plate or Tee Bulb Iron .. .. .  |       |         |                  |       |         |   |       |         |                  |        |                             |                       |
| Single or double Angle Iron on Upper Edge .. .. .  |       |         |                  |       |         |   |       |         |                  |        |                             |                       |
| Average space .. .. .  |       |         |                  |       |         |   |       |         |                  |        |                             |                       |
| BEAMS, Hold, or Orlop .. .. .  |       |         |                  |       |         |   |       |         |                  |        |                             |                       |
| Single or double Angle Iron, Plate or Tee Bulb Iron .. .. .  |       |         |                  |       |         |   |       |         |                  |        |                             |                       |
| Single or double Angle Iron on Upper Edge .. .. .  |       |         |                  |       |         |   |       |         |                  |        |                             |                       |
| Average space .. .. .  |       |         |                  |       |         |   |       |         |                  |        |                             |                       |
| KEELSONS Centre line, single or double plate, box, or intercostal plates .. .. .                               |       |         |                  |       |         |   |       |         |                  |        |                             |                       |
| " Rider Plate .. .. .  |       |         |                  |       |         |   |       |         |                  |        |                             |                       |
| " Side Plate to Intercostal Keelson .. .. .  |       |         |                  |       |         |   |       |         |                  |        |                             |                       |
| " Angle Irons .. .. .  |       |         |                  |       |         |   |       |         |                  |        |                             |                       |
| " Double Angle Iron Side Keelson .. .. .   |       |         |                  |       |         |   |       |         |                  |        |                             |                       |
| " Side Intercostal Plate .. .. .   |       |         |                  |       |         |   |       |         |                  |        |                             |                       |
| " do. Angle Irons .. .. .  |       |         |                  |       |         |   |       |         |                  |        |                             |                       |
| " Attached to outside plating with angle iron .. .. .  |       |         |                  |       |         |   |       |         |                  |        |                             |                       |
| BILGE Angle Irons .. .. .  |       |         |                  |       |         |   |       |         |                  |        |                             |                       |
| " do. Iron. Plate .. .. .  |       |         |                  |       |         |   |       |         |                  |        |                             |                       |
| " do. Intercostal plates riveted to plating for whole length .. .. .   |       |         |                  |       |         |   |       |         |                  |        |                             |                       |
| BILGE STRINGER Angle Irons .. .. .   |       |         |                  |       |         |   |       |         |                  |        |                             |                       |
| Intercostal plates riveted to plating for (Plate $21 \times 14 \frac{1}{2}$ for 246) <i>324</i> length .. .. . |       |         |                  |       |         |   |       |         |                  |        |                             |                       |
| SIDE STRINGER Angle Irons .. .. .  |       |         |                  |       |         |   |       |         |                  |        |                             |                       |

The FRAMES extend in one length from *Keel* to *Gunnwale* Riveted through plates with  $\frac{7}{8}$  in. Rivets, about 6 apart.

The REVERSED ANGLE IRONS on floors and frames extend from middle line to *Main* 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  $\frac{1}{4}$  in. diameter, averaging 6 ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets  $\frac{1}{2}$  in. diameter, averaging  $4 \frac{3}{8}$  ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets  $\frac{1}{2}$  in. diameter averaging  $4 \frac{3}{8}$  ins. from centre to centre.

Butts of *shell plating* for *249* length, treble riveted with Butt Straps  $\frac{1}{16}$  thicker than the plates they connect.

Edges from Bilge to Main Sheerstrake, worked clencher, double *or treble* riveted; with rivets  $\frac{7}{8}$  in. diameter, averaging  $3 \frac{3}{8}$  ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets  $\frac{7}{8}$  in. diameter, averaging  $3 \frac{3}{8}$  ins. from cr. to cr.

Edges of Main Sheerstrake, double *or treble* riveted. *Upper Sheerstrake, double or single riveted.*

Butts of Main Sheerstrake, treble riveted for *249* length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.

Butts of Main Stringer Plate, treble riveted for *249* length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for *300* length.

Breadth of laps of plating in double riveting  $5 \frac{1}{4}$  Breadth of laps of plating in single riveting *and with deck plating have double butt straps each  $\frac{7}{8}$  thickness of plate they connect*

Butts of Keelsons, Stringer and Tie Plates, treble, double *or single* Riveted? No. of Breasthooks, *Six* Crutches, *Six*

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 and Bulbs, Mossend, Plate, Consells Mossend, Parkhead & Balchrow, Glasgow & Co.*

The above is a correct description

Builder's Signature, *John Elder & Co.* Surveyor's Signature, *Saml. Lanthorn*

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



Workmanship. Are the butts of plating planed or otherwise fitted? *Planed* 5526 gen  
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*

Masts, ~~Foremast~~ Yards, &c., are *all* 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* *Four masts Barquentine rigged, pole masts*

*Consett's Iron Mast* *Three plates in circle from 5/16 to 6 and 4/16*  
*plate quality, hot* *divided at partners at after and main deck*  
*and cold headed* *edges connected with continuous angle irons*  
*6 1/4 x 5/16 to 5 x 3/16 butt straps treble and double*  
*riveted.*

| NUMBER for EQUIPMENT 61826 |  | Fathoms. | Inches. | Test per Certificate. | Inches per Rule. | Machine where Tested & Suprntd. | ANCHORS.      | N <sup>o</sup> . | Weight. Ex. Stock. | Test per Certificate. | W'ght req'd. | Machine where Tested & Suprntd. |
|----------------------------|--|----------|---------|-----------------------|------------------|---------------------------------|---------------|------------------|--------------------|-----------------------|--------------|---------------------------------|
| SAILS.                     |  |          |         |                       |                  |                                 |               |                  |                    |                       |              |                                 |
| N <sup>o</sup> .           | CABLES, &c.  |          |         |                       |                  |                                 |               |                  |                    |                       |              |                                 |
|                            | Chain .....  | 300      | 2 7/16  | 106.9                 | 300-2 7/16       | 149.625                         |               |                  |                    |                       |              |                                 |
|                            | (State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.) |          |         |                       |                  |                                 |               |                  |                    |                       |              |                                 |
| Fore Sails,                | Iron Stream Chain  | 90       | 1 1/2   | 27                    | 90-1 1/2         | 54                              | Bower Anchors | 11266            | 65.1.3             | 57 1/4                | 80           | with stock                      |
| Fore Top Sails,            | or Steel Wire ..   |          |         |                       |                  |                                 |               | 11261            | 56.1.3             | 46.4.2.21             | 70           | with stock                      |
| Fore Topmast Stay Sails,   | or Hempen Strm Cable .....   |          |         |                       |                  |                                 |               | 11296            | 43.2.3             | 38.6.3.14             | 43           | ex stock                        |
| Main Sails,                | Towline, Hemp.   | 90       | 12      | Manilla               | 90-12            |                                 |               | 11298            | 43.1.4             | 38.3.0.14             | 43           | ex stock                        |
| Main Top Sails,            | or Steel Wire ..   | 90       | 12      | "                     | 90-12            |                                 | Stream Anchor | 11297            | 20.3.1             | 21.10.1.7             | 20           | ex stock                        |
| and                        | Hawser .....   | 180      | 9       | "                     | 90-9             |                                 | Kedge         | 11265            | 10.3.3             | 12.15.1.7             | 10 1/2       | ex stock                        |
|                            | Warp 90-6  | 90       | 8       | "                     | 90-9             |                                 | 2nd Kedge     | 11266            | 5.2.6              | 7.10.1.4              | 5 1/2        | ex stock                        |
|                            | quality new  | 180      | 7       | "                     |                  |                                 |               |                  |                    |                       |              |                                 |

Standing and Running Rigging *Wire & Hemp* sufficient in size and *good* in quality. She has *Ten* Boats and *4* fitted as life boats.

The Windlass is *Napier's patent* Capstan *Good* and Rudder *Good* Pumps *Good and efficient as per approved sketch.*

Engine Room Skylights. How constructed? *Iron coming 24ins and built framing above promenade flat about 10 ft above upper deck.* How secured in ordinary weather? *By Bars*

What arrangements for deadlights in bad weather? *Thick teak shutters and Bulls eyes*

Coal Bunker Openings. How constructed? *Ports in side* How are lids secured? *Open Bulwarks with scuppers for drainage* Height above deck? *—*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Open Bulwarks with scuppers for drainage*

Cargo Hatchways.—How formed? *Plate and angle iron*

State size Main Hatch *10' x 10'* Forehatch *8' x 8'* Quarterhatch *10' x 10'—2 others 10' x 10'*

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

What arrangement for shifting beams? *—*

Hatches, If strong and efficient? *Solid, covering gratings, Good*

|   |   |   |   |
|---|---|---|---|
| Order for Special Survey No. <i>157</i> | DATES of Surveys held while building as per Section 18. | 1st. On the several parts of the frame, when in place, and before the plating was wrought | 1880—Oct 6. 11. 13. 15. 20. 22. 27 Nov 3. 5. 8. 11. 15. 18. 19. 22. 25. 26. 30  |
| Date <i>25th Aug 1880</i>               |   | 2nd. On the plating during the process of riveting  | Decr 2. 4. 10. 14. 16. 17. 21. 28. 28. 30   |
| Order for Ordinary Survey No. <i>—</i>  |   | 3rd. When the beams were in and fastened, and before the decks were laid...               | 1881 Jan 10. 11. 12. 15. 17. 21. 25. 26. 31 Feb 4. 14. 10. 16. 15. 17. 22. 25   |
| Date <i>—</i>                           |   | 4th. When the ship was complete, and before the plating was finally coated or cemented..  | March 4. 7. 11. 14. 16. 17. 21. 22. 24. 25. 28. 31 April 2. 4. 5. 12. 14. 18. 20  |
| No. <i>247</i> in builder's yard.       |   | 5th. After the ship was launched and equipped   | April 22. 27 May 2. 3. 6. 9. 11. 17. 19. 20. 23. 25 June 1. 3. 8. 9. 14. 17 June 20. 23. 29. 30 July 1. 6. 11. 13. 14. 15 Aug 1. 5. 9. 13. 17. 19. 29. 31 Sept 5. 12. 19. 22. 26. 29 Oct 4. 7. 11. 17. 21. 24. 26 |

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

*The Workmanship is of good quality. Built in accordance with the approved sketches (4 nos) herewith, as also, with sketch showing securities at after end, and in general conformity with the Rules with a view to the grade contemplated.*

*Erections on deck—Turtle back shelter forward 72 long at midships to 96 at sides with side houses underneath for lamp rooms. Water closets and Ice houses*

*Bridge deck and Promenade flat 328 feet long covering Saloon skylight casing and Officers Cabins 56 x 16, Engine and Boiler casings Galley's Offices and other*

*Cabins 214 x 28 all iron cased*

*Turtle back aft about 55 feet long covering Wheel House, Steering entrance and Lavatories 47 x 18 1/2*

State if one, two, or three decked vessel, or if spar, or sailing decked, and the lengths of poop, bridge, forecabin, or raised quarter deck. (If double bottom state particulars on separate form.)

How are the surfaces preserved from oxidation? Inside *100 AI* Outside *Paint*

I am of opinion this Vessel should be Classed *Three-Decked Rule*

The amount of the Entry Fee ... £ 5 : : : is received by me, *Saml. Lanthorn*

Special ... £ 191 : : 6 27/10/ 1881

Certificate ... : : : (to be sent as per margin).

(Travelling Expenses, if any, £ : : :)

Committee's Minute *Friday, October, 28th 1881*

Character assigned *100 AI*

*Lloyd's A & C*

*4 Dec 2, 1881*

*28/10/81*