

# IRON SHIP.

27/12/19 5570  
Dec 23 1881

No. 5570 Survey held at Glasgow Date, First Survey March 17<sup>th</sup> 1881 Last Survey Dec 23 1881

On the Iron Ship "Loch Corridon" (4 mast. Sigger mast Barque rigged) Master Fred K Pinder

TONNAGE under Tonnage Deck	1931.39	ONE OR TWO DECKED, THREE DECKED VESSEL	Built at Whiteinch Glasgow
Ditto of Third Spar on Moulding Deck	45.98	SAVED FOR AMIDSHIP DECK	When built 1881 Launched 9 <sup>th</sup> Nov
Ditto of Poop, on Deck	18.89		By whom built Barclay Curle & Co
Ditto of Houses on Deck	54.34		Owners Aithen & Dalburne
Ditto of Forecastle	2080.63		Residence Glasgow
Gross Tonnage	2046		Port belonging to Glasgow
Deck Crew Space	2000.14		Destined Voyage Melbourne
			If Surveyed while Building, Afloat, or in Dry Dock. Built under Special Survey

Half Breadth (moulded)	21.12	Feet. Inches.	Power of Engines	Horse.	N <sup>o</sup> . of Decks with flat laid	2
Depth from upper part of Keel to top of Upper Deck Beams	26.37	24.2			N <sup>o</sup> . of Tiers of Beams	2
Girth of Half Midship Frame (as per Rule)	42.20					
1st Number	89.69					
2nd Number	272.41					
Length	244.32.4					
Proportions— Breadths to Length	6.4					
Depths to Length— Upper Deck to Keel	10.3					
Main Deck ditto						

Dimensions of Ship per Register, length, 284.4 breadth, 42.6 depth, 24.						
KEEL, depth and thickness	10 x 2 3/4	10 x 2 3/4				
M, moulding and thickness	10 x 2 3/4	10 x 2 3/4				
RN-POST for Rudder do. do.	10 x 2 3/4	10 x 2 3/4				
Distance of Frames from moulding edge to moulding edge, all fore and aft	24					

AMES, Angle Iron, for 1/2 length amidships	5 1/2	3 1/2	8	5 1/2	3 1/2	8
Do. for 1/2 at each end	3 1/2	3 1/2	7	3 1/2	3 1/2	7
REVERSED FRAMES, Angle Iron	26		10	26		10
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships			8			8
thickness at the ends of vessel	13		13			13
depth at 3/4 the half-bdth. as per Rule	52		52			52
height extended at the Bilges	10		10			10

BEAMS, Upper, Spar or Aming Deck	3 1/2	3 1/2	7	3 1/2	3 1/2	7
Angle or double Angle Iron on Upper edge	48		48			48
Average space	10		10			10
MS, Main or Middle Deck	4	3 1/2	8	4	3 1/2	8
Angle or double Angle Iron on Upper Edge	48		48			48
Average space	10 1/2		10			10 1/2

BEAMS, Hold or Orlop	19		13			13
Angle or double Angle Iron on Upper Edge	13		13			13
Average space	6	4	9	6	4	9
MS, Main or Middle Deck	6	4	9	6	4	9
Angle or double Angle Iron on Upper Edge	6	4	9	6	4	9
Average space	6	4	9	6	4	9

BEAMS, Hold or Orlop	6	4	9	6	4	9
Angle or double Angle Iron on Upper Edge	6	4	9	6	4	9
Average space	6	4	9	6	4	9
MS, Main or Middle Deck	6	4	9	6	4	9
Angle or double Angle Iron on Upper Edge	6	4	9	6	4	9
Average space	6	4	9	6	4	9

BEAMS, Hold or Orlop	6	4	9	6	4	9
Angle or double Angle Iron on Upper Edge	6	4	9	6	4	9
Average space	6	4	9	6	4	9
MS, Main or Middle Deck	6	4	9	6	4	9
Angle or double Angle Iron on Upper Edge	6	4	9	6	4	9
Average space	6	4	9	6	4	9

BEAMS, Hold or Orlop	6	4	9	6	4	9
Angle or double Angle Iron on Upper Edge	6	4	9	6	4	9
Average space	6	4	9	6	4	9
MS, Main or Middle Deck	6	4	9	6	4	9
Angle or double Angle Iron on Upper Edge	6	4	9	6	4	9
Average space	6	4	9	6	4	9

BEAMS, Hold or Orlop	6	4	9	6	4	9
Angle or double Angle Iron on Upper Edge	6	4	9	6	4	9
Average space	6	4	9	6	4	9
MS, Main or Middle Deck	6	4	9	6	4	9
Angle or double Angle Iron on Upper Edge	6	4	9	6	4	9
Average space	6	4	9	6	4	9

REVERSED ANGLE IRONS on floors and frames extend from middle line to gunwale, on even and to frame alternately.

PLATING. Garboard, double riveted to Keel, with rivets 1/8 in. diameter, averaging 5 ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 1/8 in. diameter, averaging 3 1/2 ins. from centre to centre.

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

Butts of 23 Strakes at Bilge for half length, treble riveted with Butt Straps 1/8 thicker than the plates they connect.

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

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

Edges of Main 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 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 Breadth of laps of plating in single riveting

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Treble or Double No. of Breasthooks, 5 Crutches, 5 and } dup floors

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

Manufacturer's name or trade mark, Frames "Mossend", Beams "Stockton", Floors "Conselt, Bonefield & Stockton".

The above is a correct description. Plating "Parkhead"

Surveyor's Signature, J. Edwards, James Curpin

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.

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? *Very few*

Masts, Bowsprit, 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 *The following are all of Iron, viz. Fore Mast 93.0, Main Mast 94.3, Mizzen Mast 94.1 each 32.5 diam 4 plates in the round 7.15 2.75 Jigger Mast 94.0 x 26 diam, 3 plates in round 7.15 2.75. Bowsprit 25.0 x 32.5 4 plates 7.15 2.75. Fore Topmast 56.0 x 19.5. Main Mizzen Topmasts 54.0 x 19.5 2 plates 7.15 2.75. Fore Main Yard 80.0 x 22. Fore Main Mizzen Yard 80.0 x 22. Fore Main Mizzen Yard 80.0 x 22. 2 plates in round 7.15 2.75. Butts all double riveted straps to thicker landings of Masts double riveted.*

NUMBER for EQUIPMENT 26060

SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	No.	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested & Suprntd.
Fore Sails,	Chain .....	135.3	2 1/4	108.2.0	2 1/4	26 Nov 81	Bower Anchors	1	40.0.0	35 3/4	40	23 Nov 81
Fore Top Sails,	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	135.3	2 1/4	108.2.0	"	26 Nov 81	1	39.3.0	25.11.3.14	40	25 Nov 81	
Fore Topmast Stay Sails,	Iron Stream Chain or Steel Wire ..	100	1 3/4	34.2.2	1 7/8	26 Nov 81	1	34.3.2	32.7.2.0	34	25 Nov 81	
Fore Topmast Stay Sails,	or Hempen Strm Cable .....	90	1 1/2	22.15.0	"	Wetherston & G. Lewis	All tested at Wetherston by D. G. Lewis					
Main Sails,	Towline, Hemp.	90	1 1/2		12		Stream Anchor	1	12.0.0	13.17.2.0	12	25 Nov 81
Main Top Sails,	Steel Wire ..	90	1 1/2				Kedge ...	1	9.9.7	8.7.2.0	6	11 Nov 81
and of good quality	Hawser .....	90	1 1/2		11		2nd Kedge ...	1	3.1.3	5.15.2.7	3	21 Nov 81
Standing and Running Rigging	Warp .....	90	1 1/2		7							

The Windlass is *Harfield's Patent* Capstan *Good* and Rudder *Good* Pumps *good and efficient*

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

Coal Bunker Openings. How constructed? *How are lids secured?* Height above deck? *4 Scuppers, 6 ports and 2 side pipes each side*

Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *4 Scuppers, 6 ports and 2 side pipes each side*

Cargo Hatchways. How formed? *of Iron as usual, comings 14" above deck.*

State size Main Hatch *19.10 x 11.0* Forehatch *4.10 x 4.10* Quarterhatch *4.10 x 4.10*

If of extraordinary size, state how framed and secured? *Not of extraordinary size*

What arrangement for shifting beams? *One deep web plate in centre of main hatch*

Hatches, If strong and efficient? *Yes, solid.*

Order for Special Survey No. *1544* Date *19 Nov 1880*

Order for Ordinary Survey No. *303* in builder's yard.

General Remarks (State quality of workmanship, &c.) *The workmanship is very good.*

*This vessel is a sister to the "Loch Moidart", reported Oct 4. 81. she has been built in accordance with the accompanying approved plan, viz. - Midship section, Rigging plan, & Deck plan, and with the Secretary's letters of the 26th Nov. and 21st Dec. 1880, and the rules in all other respects have been complied with to our satisfaction.*

*Erections above main deck. - Forecastle 38.0 long Poop 36.0*

*Stear house abaft main mast 25.0 by 12.6 Do " " Mizzen " 16.0 by 12.0*

*No angles in masts or yards; all doubled where required by rules. Diaphrag plate in Bowsprit - quality of iron, Best, & of "Consett" manufacture*

State if two, or three decked vessel, or if spar, or sailing 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 *Cement & paint* Outside *Paint*

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

The amount of the Entry Fee ... £ *5 : 0 : 0* is received by me, *James Sturpin*

Special ... £ *45 : 0 : 08th Dec 1881* Certificate ... £ *0 : 0 : 0* (to be sent as per margin)

Committee's Minute *Tuesday, December 27th 1881.* Character assigned *JTB/OOA*

Reference should be made to any correspondence connected with the cargo. Two complete sets of plans.

