

IRON SHIP.

No. 5540 Survey held at Glasgow Date, First Survey March 17th 1881 Last Survey Decr 23rd 1881
 On the Iron Ship "Lock Corridor" (4 masts, Sigger mast Barque rigged)
 Tonnage under Tonnage Deck 1931.39 ~~ONE OR TWO DECKED, THREE OR FOUR DECKED VESSEL.~~
 Half Breadth (moulded) 21.12 Feet.
 Depth from upper part of Keel to top of Upper Deck Beams 26.37
 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 10.3
 Master Fred K. Pinder
 Built at Whiteinch Glasgow
 When built 1881 Launched 9th Novr
 By whom built Barclay Curle & Co.
 Owners Arthur & Lilburn
 Residence Glasgow
 Port belonging to Glasgow
 Destined Voyage Melbourne
 If Surveyed while Building, Afloat, or in Dry Dock.
 Built under Special Survey

TH	Feet.	Inches.	BREADTH—	Feet.	Inches.	DEPTH top of Floors to Upper	Feet.	Inches.	Power of	Horse.	Nº. of Decks with flat laid	Nº. of Tiers of Beams
deck as	Rule		Moulded...			Deck Beams			Engines ...			
Rule	272.41		42.25			24.2						
Dimensions of Ship per Register, length, <u>284.4</u> breadth, <u>42.6</u> depth, <u>24</u> .												
KEEL, depth and thickness												
M, moulding and thickness												
RN-POST for Rudder do. do.												
for Propeller												
Distance of Frames from moulding edge to												
moulding edge, all fore and aft												
AMES, Angle Iron, for $\frac{3}{4}$ length amidships												
Do. for $\frac{1}{2}$ at each end												
VERSED 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-bdth. as per Rule												
height extended at the Bilges												
BEAMS, Upper, Span or Aming Deck												
Angle or double Angle Iron on Upper edge												
Average space												
MS, Main, or Middle Deck												
Angle or double Angle Iron on Upper edge												
Average space												
S, Lower Deck												
Angle or double Angle Iron on Upper edge												
Average space												
BEAMS, Hold, or Orlop												
Angle or double Angle Iron on Upper edge												
Average space												
KEELSONS Centre line, single or double plate,												
Box, or Intercoastal, Plates												
Rider Plate												
Bulk Plate to Intercoastal Keelson												
Angle Irons												
Double Angle Iron Side Keelson												
Side Intercoastal Plate												
Attached to outside plating with angle iron												
CE Angle Irons												
do. Bulk Iron												
do. Intercoastal plates riveted to												
plating from length												
BILGE STRINGER Angle Irons												
Intercoastal plates riveted to plating from												
Bulk stern for nearly full length												
SIDE STRINGER Angle Irons												
Bulk to do. nearly full length												
FRAMES extend in one length from												
the REVERSED ANGLE IRONS on floors and frames extend												
from middle line to gunwale, on even and to frame												
ALSONS. Are the various lengths of Plates and Angle Irons properly connected?												
Yes												
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 1/2 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 27 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												
1/2 in. diameter, averaging 3 1/2 ins. from cr. to cr.												
Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets												
1/2 in. diameter, averaging 3 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 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 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 3												
dup floors												
What 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, Bonessfield & Stockton"												
The above is a correct description. Plating "Parkhead"												
Builder's Signature, Barclay Curle & Co.												
Surveyor's Signature, Edward 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? *Planned* 5570 *Geo*
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 93.6, Main Mast 94.3, Mizzen Mast 94.1 each 32.5 diam 4 plates in the round 7.5 to 2.5 fayer Mast 94.5 x 26 diam, 3 plates in round 7.5 to 2.5. Bowsprit 25.0 x 32.5 4 plates 7.5 to 2.5. Fore Topmast 56.6 x 19.5, Main & Mizzen Topmasts 54.6 x 19.5 2 plates 7.5 to 2.5. Fore Main & Mizzen Yards 88.0 x 22, Fore Main & Mizzen Staysails 77.9 x 17.5 2 plates in round 7.5 to 2.5. Butts all double riveted, straps to thicker, landings of St. Masts double riveted.*

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.
SAILES.							Bower Anchors (State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)					
	Chain	135.3	2 1/2	108.2.0	2 1/2	26 Nov. 81		1	40.0.0	35 1/4	40	23 Nov. 81
Fore Sails,	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	135.3	2 1/2	108.2.0	"	26 Nov. 81		1	39.3.0	35.11.3.14	40	25 Nov. 81
Fore Top Sails,	Iron Stream Chain or Steel Wire ..	100	1 1/2	34.2.2	1 1/2	26 Nov. 81		1	34.3.2	32.7.2.0	34	25 Nov. 81
Fore Topmast Stay Sails,	or Hempen Strm Cable					26 Nov. 81			7.0.9			
	Towline, Hemp.	90	12		12		All tested at Northerton by D. G. Lewis					
Main Sails,	Steel Wire ..						Stream Anchor	1	12.0.0	13.17.2.0	12	25 Nov. 81
Main Top Sails,	Hawser	90	11		11		Kedge ...	1	9.9.7	10.4.2.0	6	11 Nov. 81
and	Warp	90	8		7		2nd Kedge ...	1	3.1.3	5.15.2.4	3	21 Nov. 81

Standing and Running Rigging *Wire & hemp* sufficient in size and *good* in quality. She has *two* Life Boats and *two* others
The Windlass is *Marfield's Patent* Capstan *Good* and Rudder *Good* Pumps *good and efficient*

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

What arrangements for deadlights in bad weather? _____ Height above deck? _____

Coal Bunker Openings. How constructed? _____ How are lids secured? _____

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 11.6* 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. <i>1544</i>	DATES of Survey held while building as per Section 18.	1st. On the several parts of the frame, when in place, and before the plating was wrought	<i>Specially surveyed in 1881: March 17, 26; April 4, 13, 18, 25, 30; May 2, 9, 16, 20, 24; June 1, 3, 7, 16, 21, 28;</i>
Date <i>19 Nov. 1880.</i>		2nd. On the plating during the process of riveting	<i>July 7, 8, 21, 24; Aug. 3, 8, 11, 17, 19, 24, 31; Sept. 3, 6, 7</i>
Order for Ordinary Survey No. _____		3rd. When the beams were in and fastened, and before the decks were laid....	<i>12, 13, 17, 19, 23, 24, 29; Oct. 3, 12, 13, 18, 24, 26, 29</i>
Date _____		4th. When the ship was complete, and before the plating was finally coated or cemented..	<i>Nov. 3, 12, 19, 28; Dec. 2, 8, 14, 23.</i>
No. <i>303</i> in builder's yard.		5th. After the ship was launched and equipped	

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

Stair house abaft main mast 25.0 by 12.6 Do " " Mizzen " 16.0 by 12.6

No angles in masts or yards; all doubled where required by rules. Diaphan 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~~ *as above* 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, *[Signature]*

Special ... £ *45 : 0 : 0* 8th Dec. 1881

Certificate ... £ *0 : 0 : 0* (to be sent as per margin)

(Travelling Expenses, if any, £ *280 : 0 : 0*)

Committee's Minute *Tuesday, December, 27th. 1881.*

Character assigned *[Signature]* *100 A 1*

Reference should be made to any correspondence connected with the cargo.

James Sharpin
Surveyor to Lloyd's Register of British and Foreign Shipping.
This vessel has been built in accordance with the rules and approved to be classed - 100 A 1 as recommended.
Lloyd's Register Foundation