

IRON SHIP.

(100 JULY 82)

5768

No. 5768 Survey held at Glasgow Date, First Survey 29th Sept 1881 Last Survey 29th June 1882

On the Sailing vessel "Overdeenshire" (Barque)

TONNAGE under
Tonnage Deck 1224.94
Ditto of Third Spar,
on Awning Deck.
Ditto of Poop, or
Raised Or. Dk.
Ditto of Houses
on Deck 19.64
Ditto of Forecastle 39.49
Gross Tonnage 1332.62
Less Crew Space 64.00

Less Engine Room

Register Tonnage 1272.62
as cut on BeamONE, OR TWO DECKED, THREE DECKED VESSEL,
SPAR, OR AWNING DECKED VESSEL.

Half Breadth (moulded) 17.90
Depth from upper part of Keel to top of Upper Deck Beams 23.20
Girth of Half Midship Frame (as per Rule) 36.55
1st Number 77.65
1st Number if 2 Decked Vessel .. deduct 7 feet
Length 230.00
2nd Number 17859
Proportions— Breadths to Length 6.42
Depths to Length— Upper Deck to Keel 9.91
Main Deck ditto

Master John Pattie
Built at Glasgow
When built 1881-82 Launched 15/6/82
By whom built Alex. Stephen & Sons
Owners Thos. Law & Co.
Residence Glasgow
Port belonging to Glasgow
Destined Voyage Calcutta
If Surveyed while Building, Afloat, or in Dry Dock.
Building & Afloat

LENGTH on deck as per Rule 230.0 Feet. 16ths. BREADTH— Moulded 35.8 Feet. 16ths. DEPTH top of Floors to Upper Deck Beams 21.2 Feet. 16ths. Power of Engines 1 Horse. No. of Decks with flat laid 2 No. of Tiers of Beams 2

Dimensions of Ship per Register, length, 238.2 breadth, 36.1 depth, 21.0

	Inches in Ship.	Inches per Rule.		Inches in Ship.	Inches per Rule.
KEEL, depth and thickness	9 x 2 1/2	9 x 2 1/2	PLATES in Garboard Strakes, br'dth & thickness	36	11
STEM, moulding and thickness	8 x 2 1/2	8 x 2 1/2	From Garboard to upper part of Bilges	10	10
STERN-POST for Rudder do. do.	4 x 3	4 x 3	Of d'ble at Bilge, increased thickness, and length applied half length	11	11
" " for Propeller			From up. prt of Bilge to l. edge of Sh'rstrake	10	10
Distance of Frames from moulding edge to moulding edge, all fore and aft	24	24	Main Sheerstrake, breadth and thickness	40	12
			Of d'ble at Sh'rstrake & l. applied		
FRAMES, Angle Iron, for 3/4 length amidships	5 3 8	5 3 8	From M'n to Up. or Spar Dk. Sh'rstrake		
Do. for 1/2 at each end	5 3 4	5 3 4	Up. or Spar Dk. Sh'rstrake, br'dth & thickness		
REVERSED FRAMES, Angle Iron	5 3 8	5 3 8	Butt Straps to outside plating, breadth & thickness	16 1/2 x 1 1/2	16 1/2 x 1 1/2
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	24 9	24 9	Lengths of Plating	5 frame plates	5 frame plates
" thickness at the ends of vessel	7	7	Shifts of Plating, and Stringers	2 do	2 do
" depth at 3/4 the half-bdth. as per Rule	12	12	Gunwale Plate on ends of Awning Spar or Upper Deck Beams, breadth and thickness	38	10
" height extended at the Bilges	48	48	Angle Iron on ditto (also the gutter angle)	5 x 4	9
BEAMS, Upper, Spar, or Awning Deck	8 1/2 8	8 1/2 8	Tie Plates fore and aft, outside Hatchways	13	10
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron			Diagonal Tie Plates on Beams No. of Pairs	4	13
Single or double Angle Iron on Upper edge	3 3 4	3 3 4	Flat of Up., Spar, or Awning Dk. Y.P.	4	4
Average space	48	48	How fastened to Beams		
BEAMS, Main, or Middle Deck			Stringer Plate on ends of Main or Middle Deck		
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron			Beams, breadth and thickness		
Single, or double Angle Iron, on Upper Edge			Is the Stringer Plate attached to the outside plating?		
Average space			Angle Irons on ditto, No.		
BEAMS, Lower Deck			Tie Plates, outside Hatchways		
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron			Diagonal Tie Plates on Beams No. of pairs		
Single or double Angle Iron on Upper Edge	3 3 4	3 3 4	Flat of Middle Deck do. do.		
Average space	48	48	How fastened to Beams		
BEAMS, Hold, or Orlop			Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	32	9
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron			Is the Stringer Plate attached to the outside plating?	Yes	
Single or double Angle Iron on Upper Edge			Angle Irons on ditto, No. 3 (one gutter bar)	4 x 4	9
Average space			Stringer or Tie Plates, outside Hatchways	13	9
KEELSONS Centre line, single or double plate, box, or intercostal, Plates	17 1/2 12	14 12	Flat of Lower Deck	3	3
" Rider Plate	11 12	11 12	Diagonal Tie plates on Beams, No. of pairs	13	9
" Bulb Plate to Intercostal Keelson			and to upper turn of Bilge (guttering)		
" Angle Irons	5 4 9	5 4 9	Ceiling between Decks, thickness and material	6 x 2 M.P.	
" Double Angle Iron Side Keelson			" in hold do. do.	2 1/2	R.P.
" Side Intercostal Plate			Main piece of Rudder, diameter at head	6 1/2	2 1/2
" do. Angle Irons	5 4 9	5 4 9	do. at heel	3 1/2	3
" Attached to outside plating with angle iron	3 1/2 3 8	3 1/2 3 8	Can the Rudder be unshipped afloat?	Yes	
BILGE Angle Irons	5 4 9	5 4 9	Bulkheads No. 2 No. per Rule One		
" do. Bulb Iron			" Thickness of 7/16 to 1/2 in.		
" do. Intercostal plates riveted to plating for length			" Height up Upper Deck		
BILGE STRINGER Angle Irons	5 4 9	5 4 9	" How secured to sides of ship Double frame angle bars		
Intercostal plates riveted to plating for length			" Size of Vertical Angle Irons 3 1/2 x 3 x 8 and distance apart 30 ins.		
SIDE STRINGER Angle Irons			" Are the outside Plates doubled two spaces of Frames in length?	Yes	

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 Gunwale and to 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 1/2 in. diameter, averaging 5 1/2 ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clench, 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 4 ins. from centre to centre.

Butts of Three Strakes at Bilge for half length, treble riveted with Butt Straps 1/16 in. thicker than the plates they connect.

Edges from Bilge to Main Sheerstrake, worked clench, double or 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.

Lower Edges of Main Sheerstrake, double or single riveted. Upper Sheerstrake, double or single riveted.

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

Butts of Main Stringer Plate, treble riveted for half length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length.

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

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Treble & double No. of Breasthooks, Three Crutches, Four

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

Manufacturer's name or trade mark, Inwood, Cleveland & Bolsham & Co.

The above is a correct description.

Builder's Signature, Alex. Stephen & Sons Surveyor's Signature, J. J. House

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

Workmanship.

Are the butts of plating planed or otherwise fitted?

Planed

5768 gcs

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?

yes a few

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

Thickness of plating to	Foremast	Mainmast	Mizenmast	Bowsprit	Length	Topmast	Head	Head	Length	Length	Length
Foremast	83.9	30.4	22.4	23.4	19.2	48.0	67.6	63.0			
Mainmast	86.4	30.4	22.4	23.4	19.2	48.0	67.6	63.0			
Mizenmast	84.4	26.4	19.4	20.4	17.4						
Bowsprit	36.9	22.4	18.4								

NUMBER for EQUIPMENT 19050

N ^o .	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate	Inches per Rule.	Machine where Tested & Supntd.	ANCHORS.	N ^o .	Weight.	Test per Certificate	Wght req'd per Rule.	Machine where Tested & Supntd.
Fore Sails,		Chain 28.82...	270 3/4	1 13/16	88.82 3/4	3 1/4	1/16	Bower Anchors	495	32.0.12	30.4.1.14	32.0	
Fore Top Sails,		Iron Steam Chain	46 1/4	1	88.24	4 1/4	1/16	Stream Anchor	494	10.1.3	12.4.1.14	10 1/2	
Fore Topmast Stay Sails,		as Steel Wire	90	11	75.18	90.11		Kedge	493	5.0.12	4.9.2.21	5 1/4	
Main Sails,		Towline, Hemp	90	9 1/2	90.9 1/2			2nd Kedge	492	2.2.24	5.3.3.0	2 1/2	
Main Top Sails, and		Hawser	90	6	90.6								

Standing and Running Rigging Wine, Hemp, Manila sufficient in size and good in quality. She has Four Long Boats and 2-24 feet and 2-2 feet.

The Windlass and Capstans Iron, Brass, and Mahogany Patent and Rudder good Pumps good

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

What arrangements for deadlights in bad weather? How are lids secured? Height above deck?

Coal Bunker Openings How constructed? How are lids secured? Height above deck?

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? Right Scuppers and Right water ports.

Cargo Hatchways.—How formed? Deep coaming plates and angles Height above deck Main 16 ins. Fore 15 ins. Quarter 23 ins.

State size Main Hatch 16.0 by 10.6 Fore hatch 8.0 by 6.0 Quarter hatch 8.0 by 6.0

If of extraordinary size, state how framed and secured? Ordinary Size

What arrangement for shifting beams? One deep web plate in Main Hatch

Hatches, If strong and efficient? yes (Solid hatches)

Order for Special Survey No. 1631	1st. On the several parts of the frame, when in place, and before the plating was wrought	1881. Sept 29. Oct 1, 2, 14 & 28. Nov 3, 23 & 26
Date 5 th Sept 1881	2nd. On the plating during the process of riveting	Dec 2, 14, 20, 24 & 29.
Order for Ordinary Survey No.	3rd. When the beams were in and fastened, and before the decks were laid...	1882. Jan 11, 19, 26 & 29. Feb 2, 10, 16, 20, 23 & 24.
Date	4th. When the ship was complete, and before the plating was finally coated or cemented..	March 8, 16 and 29. April 4, 11, 14, 18, 21, 25 & 29.
No. 242 in builder's yard.	5th. After the ship was launched and equipped	May 5, 9, 16, 24 & 31. June 5, 13, 22 & 29

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

This vessel has been built in conformity with the approved Midship and Longitudinal Sections (29s) herewith, the instructions contained in the Secretary's letters dated 30th July and 16th August 1881, and otherwise in accordance with the Rules with a view to the grade contemplated. The quality of workmanship and material is good.

Two decked vessel with Poop 26 feet and Forecastle 28 1/2 feet.

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

How are the surfaces preserved from oxidation? Inside Paint & Cement 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, J. J. House

Special ... £ 56: 16: 0 1/4/1882

Certificate (to be sent as per margin) 68: 16: 0

(Travelling Expenses, if any, £ ...) Tuesday, 11th July, 18 82.

Committee's Minute

Character assigned 100 A.1.

Lloyd's Register

2 Deck