

IRON SHIP.

Rec'd 7th JUNE 1883

No. 637 Survey held at Dumbarton Date, First Survey 13 Oct. 1882 Last Survey 1st June 1883
 On the Ship Falconhurst 3 masts

TONNAGE under Tonnage Deck } <u>1934.00</u> Ditto of Third, Spar, or Awaiting Deck } Ditto of Poop, Raised or Ditto } <u>45.44</u> Ditto of Houses on Deck } <u>33.58</u> Ditto of Forecastle } Gross Tonnage } <u>2043.14</u> Less Crew Space } <u>45.24</u> Less Engine Room } <u>1994.90</u> Register Tonnage as out on Beam } <u>1994.90</u>	ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING DECKED VESSEL. Half Breadth (moulded) <u>20.5</u> ^{Feet.} Depth from upper part of Keel to top of Upper Deck Beams <u>26.75</u> ^{Feet.} Girth of Half Midship Frame (as per Rule) <u>42.10</u> 1st Number <u>89.85</u> 1st Number, if a 3-Decked Vessel .. deduct 7 feet Length <u>267</u> 2nd Number <u>23856</u> Proportions— Breadths to Length... .. <u>6.51</u> Depths to Length—Upper Deck to Keel... .. <u>9.98</u> Main Deck ditto	Master <u>R. Jones</u> Built at <u>Dumbarton</u> When built <u>1882-83</u> Launched <u>28th Ap. 83</u> By whom built <u>W. Millan & Co</u> Owners <u>H. R. Price</u> Residence <u>6 Austin Friars London E.C.</u> Port belonging to <u>London</u> Destined Voyage <u>Cardiff to Tangier</u> If Surveyed while Building, Afloat, or in Dry Dock, <u>While Building & afloat</u>
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LENGTH on deck as per Rule ... 267 Feet. Inches. BREADTH—Moulded... 41 Feet. Inches. DEPTH top of Floors to Upper Deck Beams ... 24 Feet. Inches. 4 Inches. Power of Engines ... 1 Horse. N° of Decks with flat laid 1 spar. N° of Tiers of Beams 2

Dimensions of Ship per Register, length, 284 breadth, 41.25 depth, 24.1 moulded depth 26ft. 3 in

Part	Inches in Ship		Inches per Rule		Part	Inches in Ship		Inches per Rule	
	Inches	16ths	Inches	16ths		Inches	16ths	Inches	16ths
KEEL, depth and thickness	12	25/16	12	25/16	Flat Keel Plates, breadth and thickness	36	12	36	12
STEM, moulding and thickness	12	25/16	12	25/16	PLATES in Garboard Strakes, br'dth & thickness	11	11	11	11
STERN-POST for Rudder do. do.	12	25/16	12	25/16	From Garboard to upper part of Bilges...	3	1	3	1
" " for Propeller	24	ins	24	ins	Of d'bling at Bilge, or increased thickness, and length applied 1/2 length	3	1	3	1
Distance of Frames from moulding edge to moulding edge, all fore and aft	24	ins	24	ins	From up. prt of Bilge to Ir. edge of Sh'rstrake...	1	1	1	1
FRAMES, Angle Iron, for 2/3 length amidships	5 1/2	3 1/2	8	3 1/2	Main Sheerstrake, breadth and thickness	40	13	40	13
Do. for 1/2 at each end	3 1/2	3 1/2	8	3 1/2	Of d'bling at Sh'stn & lng. applied	7	9 1/4	7	9 1/4
REVERSED FRAMES, Angle Iron	3 1/2	3 1/2	8	3 1/2	From Mn. to Up. or Spar Dk Sh'rstrake...	4	13	4	13
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	30	10	30	10	Up. or Spar Dk Sh'rstrake, brdth & thckn'ss...	4	13	4	13
thickness at the ends of vessel	8	8	8	8	Butt Straps to outside plating, breadth & thickness	7	9 1/4	7	9 1/4
depth at 2/3 the half-bdth. as per Rule	15	15	15	15	Lengths of Plating	2	2	2	2
height extended at the Bilges	60	60	60	60	Shifts of Plating, and Stringers	2	2	2	2
BEAMS, Upper, Spar, or Awaiting Deck } <u>Monkey Forecastle</u> Single or d'ble Ang. Iron, Plate or Tee Bulb Iron } Single or double Angle Iron on Upper edge ...	6	3	8	6	Gunwale Plate on ends of Awaiting, Spar, or Upper Deck Beams, breadth and thickness...	4	10	4	10
Average space...	48	ins	48	ins	Angle Iron on ditto	6	4	6	4
BEAMS, Main, or Middle Deck } Single or d'ble Ang. Iron, Plate or Tee Bulb Iron } Single, or double Angle Iron, on Upper Edge ...	10	10	10	10	Tie Plates fore and aft, outside Hatchways	15	10	15	10
Average space...	48	ins	48	ins	Diagonal Tie Plates on Beams No. of Pairs	15	10	15	10
BEAMS, Lower Deck } Single or d'ble Ang. Iron, Plate or Tee Bulb Iron } Single or double Angle Iron on Upper Edge ...	10	10	10	10	Flat of Up., Spar, or Awaiting Dk. * <u>Yellow Pine 4"</u>	4	4	4	4
Average space...	48	ins	48	ins	How fastened to Beams ... <u>ant. screw bolts</u>				
BEAMS, Hold, or Orlop } <u>Poop</u> Single or d'ble Ang. Iron, Plate or Tee Bulb Iron } Single or double Angle Iron on Upper Edge ...	6 1/2	3	9	6 1/2	Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness	39 1/2	9	39	9
Average space...	48	ins	48	ins	Is the Stringer Plate attached to the outside plating?	Yes	Yes	Yes	Yes
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates	19 1/2	13	19	13	Angle Irons on ditto, No. ...	2	2	2	2
" Rider Plate	13	13	13	13	Tie Plates, outside Hatchways	4	4	4	4
" Bulb Plate to Intercoastal Keelson	6	4	9	6	Diagonal Tie Plates on Beams, No. of pairs	15	9	15	9
" Angle Irons	6	4	9	6	Flat of Middle Deck* do. do.				
" Double Angle Iron Side Keelson	6	4	9	6	How fastened to Beams				
" Side Intercoastal Plate	6	4	9	6	Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	39 1/2	9	39	9
" do. Angle Irons	6	4	9	6	Is the Stringer Plate attached to the outside plating?	Yes	Yes	Yes	Yes
" Attached to outside plating with angle iron	3 1/2	3 1/2	8	3 1/2	Angle Irons on ditto, No. ...	2	2	2	2
BILGE Angle Irons	6	4	9	6	Stringer or Tie Plates, outside Hatchways	4	4	4	4
" do. Bulb Iron	6	4	9	6	Flat of Lower Deck* <u>6 ft from sides</u>	15	9	15	9
" do. Intercoastal plates riveted to plating for length	6	4	9	6	Apr't aft to fore hatch & after hatch respectively				
BILGE STRINGER Angle Irons	6	4	9	6	Ceiling betwixt Decks, thickness and material ...				
Intercoastal plates riveted to plating for 1/2 length	6	4	9	6	" in hold do. do. ...	3 1/2	2 1/2	3 1/2	2 1/2
SIDE STRINGER Angle Irons	6	4	9	6	Main piece of Rudder, diameter at head ...	6 3/4	3 1/2	6 3/4	3 1/2
The FRAMES extend in one length from <u>middle line</u> to <u>upper deck</u>					" do. at heel ...	6 3/4	3 1/2	6 3/4	3 1/2

The REVERSED ANGLE IRONS on floors and frames extend across middle line to Bilge from thence 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 1/8 in. diameter, averaging 5 5/8 ins. from centre to centre.

" Edges of Garboards and to upper part of Bilge, worked clencher, 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 3 1/2 ins. from centre to centre.

" Butts of 3 Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 1/6 thicker than the plates they connect.

" Edges from Bilge to Main Sheerstrake, worked clencher, 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.

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

" Butts of Main Sheerstrake, treble riveted for length amidships Butts of Upper or Spar Sheerstrake, treble riveted 1/2 length amidships.

" Butts of Main Stringer Plate, treble riveted for length amidships Butts of Upper or Spar Stringer Plate, treble riveted for 1/2 length.

" Breadth of laps of plating in double riveting 5 1/2 Breadth of laps of plating in single riveting 5 1/2

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Yes No. of Breasthooks, 6 Crutches, 6

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

Manufacturer's name or trade mark, Stockton M. J. Co., West-Stockton

The above is a correct description.

Builder's Signature, C. M. Millan Surveyor's Signature, J. L. Dodd

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

* If Iron Deck, state if whole or part, and if wood deck is laid thereon.

GLS148-0073

Workmanship. Are the butts of plating planed or otherwise fitted? *Planed 6137 gls*
 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 very few*

Masts, Bowsprit, Yards, &c., are *Iron* in *good* condition, and sufficient in size and length. If of Iron or Steel give Scamplings 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 *Built of Iron in accordance with approved sketch, see Secretary's letter of the 1st April 1882*
Iron used "Glydesdale". Tested as required by the Rules and found satisfactory.

NUMBER for EQUIPMENT	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.
								Bower Anchors	Stream Anchor					
	Fore Sails,	Chain	135	2 1/2	76.5	2 7/8	D. G. & Co. Kelkern	476	41.0.0	336.10.0.0	40			
	Fore Top Sails,	Iron Stream Chain	100 1/4	1 1/2	22.75	1 1/8	E. R. Isitt	775	39.3.7	35.12.1.21	114			
	Fore Topmast Stay Sails,	or Steel Wire	90	5/8	34.125	1 1/8	Dipton	777	33.3.14	31.10.2.14	114			
	Main Sails,	or Hempen Strm Cable	90	5/8	34.125	1 1/8	Dipton	777	33.3.14	31.10.2.14	114			
	Main Top Sails, and spare	Towline, Hemp.	90	5/8	34.125	1 1/8	Dipton	777	33.3.14	31.10.2.14	114			
		or Steel Wire	90	5/8	34.125	1 1/8	Dipton	777	33.3.14	31.10.2.14	114			
		Hawser	90	4	100.5	40.7								
		Warp	90	7/8	90.42									

Standing and Running Rigging *wire hemp* sufficient in size and *good* in quality. She has *2* Long Boat and *2* others.
 The Windlass is *Harfield's* Capstan *good* and Rudder *good* Pumps *good*
Engine Room Skylights. How constructed? *✓* How secured in ordinary weather? *✓*
 What arrangements for deadlights in bad weather? *✓*
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? *3 Double ports & 3 single, 6 scuppers*
Cargo Hatchways.—How formed? *Plate and angle iron*
 State size **Main Hatch** *15' 11" x 12' 0"* Forehatch *4' 11" x 6' 0"* Quarterhatch *4' 11" x 6' 0"*
 If of extraordinary size, state how framed and secured? *not of extraordinary size*
 What arrangement for shifting beams? *One shifting beam in main hatch*
Hatches. If strong and efficient? *Yes. 3' rolled*

Order for Special Survey No.	Date	Order for Ordinary Survey No.	Date	No. in builder's yard.	DATES of Surveys held while building as per Section 18
1697	10 th Dec. 1881			240	1st. On the several parts of the frame, when in place, and before the plating was wrought } <i>Specially Surveyed. 1882:— Oct-13, 17, 20, 25, 27, 31; Nov 7, 10, 13, 17, 21, 24, 28; Dec 1, 5, 8</i>
					2nd. On the plating during the process of riveting } <i>13, 20, 22, 27, 29; 1883:— Jan 9, 12, 16, 19, 26, 30;</i>
					3rd. When the beams were in and fastened, and before the decks were laid... } <i>Feb 13, 16, 21, 23, 27; Mar 2, 6, 9, 16, 21, 23,</i>
					4th. When the ship was complete, and before the plating was finally coated or cemented... } <i>27, 30; April 3, 4, 9, 10, 13, 18, 20, 25, 27;</i>
					5th. After the ship was launched and equipped } <i>May 11, 16, 18, 23, 29, 30; and June 1.</i>

General Remarks (State quality of workmanship, &c.) *May 11, 16, 18, 23, 29, 30; and June 1.*
The workmanship is good and the vessel has been built in accordance with the enclosed tracings, 8 in number, approved by the Committee in the Secretary's letters of the 9th Dec: 1881, 1st & 24th April, 22nd May, 21st Aug. 3 Oct 1882 and 5th Mar. 1883.
This ship is a sister vessel to the "Imberhome" Glasgow Report N^o 5960.

*Bridge 48 ft long. Bulkhead fore end with 2 doors in it. 8 ft broad
 Monkey forecastle 30 ft, 6 ft high wings aft 4 ft long.
 Poop 28 ft with wings fore side 4 ft long.*

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 *Cement Paint* Outside *Paint*
 I am of opinion this Vessel should be Classed *+100 A.1.*
 The amount of the Entry Fee ... £ *3: 0: 0* is received by me
 Special ... £ *44: 19: 0* *Facial notes letter attached*
 Certificate ... *Special*
 (Travelling Expenses, if any, £ ...)
 Committee's Minute *FRIDAY 8 JUNE 1883 18*
 Character assigned *JPW 100A*

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