

IRON SHIP.

Rec'd 7th JUNE, 1883.

No. *6137* 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 } *1934.00* ~~ONE, OR TWO DECKED, THREE DECKED VESSEL,~~
Ditto of Third, Spar, or Awaiting Deck }
Ditto of Poop, or Raised or Bk. } *45.44*
Ditto of Houses on Deck } *33.58*
Ditto of Forecastle }
Gross Tonnage } *2043.14*
Less Crew Space } *45.24*
Less Engine Room } *1994.90*
Register Tonnage } *1994.90* as out on Beam }
Master *R. Jones*
Built at *Dumbarton*
When built *1882-83* Launched *28th Apr. 83*
By whom built *M^r Millan & Co*
Owners *H. R. Price*
Residence *6 Austin Friars London E.C.*
Port belonging to *London*
Destined Voyage *Cardiff to Liverpool*
If Surveyed while Building, Afloat, or in Dry Dock. *While Building & Afloat*

LENGTH on deck as per Rule ... *267* Feet. Inches. *0* BREADTH Moulded ... *41* Feet. Inches. *0* DEPTH top of Floors to Upper Deck Beams ... *24* Feet. Inches. *4* Power of Engines ... *16* Horse. N^o. of Decks with flat laid ... *2* N^o. of Tiers of Beams ... *2*

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

	Inches in Ship.	Inches per Rule.		Inches in Ship.	Inches per Rule.
KEEL, depth and thickness	<i>12x2 5/8</i>	<i>12x2 5/8</i>	PLATES in Garboard Strakes, br'dth & thickness	<i>36</i>	<i>12</i>
STEM, moulding and thickness	<i>12x2 5/8</i>	<i>12x2 5/8</i>	From Garboard to upper part of Bilges	<i>11</i>	<i>11</i>
STERN-POST for Rudder do. do.	<i>12x2 5/8</i>	<i>12x2 5/8</i>	Of d'bling at Bilge, or increased thickness, and length applied	<i>30 inches 7/8 thicker</i>	<i>3'-11 1/2 4 strakes 11</i>
" " for Propeller	<i>24 ins</i>	<i>24 ins</i>	From up. prt of Bilge to l. edge of Sh'rstrake	<i>40</i>	<i>13</i>
Distance of Frames from moulding edge to moulding edge, all fore and aft	<i>24 ins</i>	<i>24 ins</i>	Main Sheerstrake, breadth and thickness	<i>40</i>	<i>13</i>
FRAMES, Angle Iron, for 1/2 length amidships	<i>8 1/2 3 1/2 8</i>	<i>8 1/2 3 1/2 8</i>	Of d'bling at Sh'stn & lng. applied	<i>40</i>	<i>13</i>
Do. for 1/2 at each end	<i>3 1/2 3 1/2 8</i>	<i>3 1/2 3 1/2 8</i>	From M'n. to Up. or Spar Dk Sh'rstrake	<i>40</i>	<i>13</i>
REVERSED FRAMES, Angle Iron	<i>3 1/2 3 1/2 8</i>	<i>3 1/2 3 1/2 8</i>	Up. or Spar Dk Sh'rstrake, br'dth & thckn'ss	<i>40</i>	<i>13</i>
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	<i>30</i>	<i>10</i>	Butt Straps to outside plating, breadth & thickness	<i>7 spaces</i>	<i>5 spaces</i>
" thickness at the ends of vessel	<i>8</i>	<i>8</i>	Lengths of Plating	<i>7 spaces</i>	<i>5 spaces</i>
" depth at 1/2 the half-bdth. as per Rule	<i>15</i>	<i>15</i>	Shifts of Plating, and Stringers	<i>2</i>	<i>2</i>
" height extended at the Bilges	<i>60</i>	<i>60</i>	Gunwale Plate on ends of Awaiting, Spar, or Upper Deck Beams, breadth and thickness	<i>42</i>	<i>10</i>
BEAMS, Upper, Spar, or Awaiting Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper edge	<i>6 3 8</i>	<i>6 3 8</i>	Angle Iron on ditto	<i>6x4x9</i>	<i>6x4x9</i>
Average space	<i>48 ins</i>	<i>48 ins</i>	Tie Plates fore and aft, outside Hatchways	<i>15</i>	<i>10</i>
BEAMS, Main, or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper Edge	<i>3 1/2 3 1/2 7</i>	<i>3 1/2 3 1/2 7</i>	Diagonal Tie Plates on Beams No. of Pairs	<i>15</i>	<i>10</i>
Average space	<i>48 ins</i>	<i>48 ins</i>	Flat of Up., Spar, or Awaiting Dk.	<i>Yellow Pine 4"</i>	<i>4"</i>
BEAMS, Lower Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper Edge	<i>3 1/2 3 1/2 7</i>	<i>3 1/2 3 1/2 7</i>	How fastened to Beams	<i>Ant. Rudder Bolts</i>	<i>4"</i>
Average space	<i>48 ins</i>	<i>48 ins</i>	Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness	<i>39 1/2 9</i>	<i>39 9</i>
BEAMS, Hold, or Orlop Single or d'ble Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper Edge	<i>6 1/2 3 9</i>	<i>6 1/2 3 9</i>	Is the Stringer Plate attached to the outside plating?	<i>Yes</i>	<i>Yes</i>
Average space	<i>48 ins</i>	<i>48 ins</i>	Angle Irons on ditto, No.	<i>2</i>	<i>2</i>
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates	<i>19 1/2 13</i>	<i>19 1/2 13</i>	Stringer or Tie Plates, outside Hatchways	<i>4x4x9</i>	<i>4x4x9</i>
" Rider Plate	<i>13</i>	<i>13</i>	Flat of Lower Deck	<i>15</i>	<i>9</i>
" Bulb Plate to Intercoastal Keelson	<i>6 4 9</i>	<i>6 4 9</i>	Flat of Lower Deck	<i>6ft from sides</i>	<i>8ft from sides</i>
" Angle Irons	<i>6 4 9</i>	<i>6 4 9</i>	Apr't aft to fore hatch & after hatch respectively	<i>Charring</i>	<i>Charring</i>
" Double Angle Iron Side Keelson	<i>6 4 9</i>	<i>6 4 9</i>	Ceiling betwixt Decks, thickness and material	<i>3 1/2 2 1/2</i>	<i>2 1/2</i>
" Side Intercoastal Plate	<i>6 4 9</i>	<i>6 4 9</i>	" in hold do. do.	<i>3 1/2 2 1/2</i>	<i>2 1/2</i>
" do. Angle Irons	<i>6 4 9</i>	<i>6 4 9</i>	Main piece of Rudder, diameter at head	<i>6 3/4 3 1/2</i>	<i>6 3/4 3 1/2</i>
" Attached to outside plating with angle iron	<i>3 1/2 3 1/2 8</i>	<i>3 1/2 3 1/2 8</i>	do. at heel	<i>6 3/4 3 1/2</i>	<i>6 3/4 3 1/2</i>
BILGE Angle Irons	<i>6 4 9</i>	<i>6 4 9</i>	Can the Rudder be unshipped afloat?	<i>Yes</i>	<i>Yes</i>
" do. Bulb Iron	<i>6 4 9</i>	<i>6 4 9</i>	Bulkheads No. / No. per Rule	<i>11</i>	<i>11</i>
" do. Intercoastal plates riveted to plating for length	<i>6 4 9</i>	<i>6 4 9</i>	" Thickness of	<i>7/16</i>	<i>7/16</i>
BILGE STRINGER Angle Irons	<i>6 4 9</i>	<i>6 4 9</i>	" Height up	<i>to upper dk</i>	<i>to upper dk</i>
Intercoastal plates riveted to plating for length	<i>6 4 9</i>	<i>6 4 9</i>	" How secured to sides of ship	<i>double frames</i>	<i>double frames</i>
SIDE STRINGER Angle Irons	<i>6 4 9</i>	<i>6 4 9</i>	" Size of Vertical Angle Irons	<i>3 1/2 x 3 1/2 x 8</i>	<i>and distance apart 30 ins.</i>
The FRAMES extend in one length from middle line to upper deck	<i>middle line</i>	<i>to upper deck</i>	" Are the outside Plates doubled two spaces of Frames in length?	<i>Yes</i>	<i>Yes</i>

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 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 *7/16* 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 *6 1/2* Breadth of laps of plating in single riveting *6 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' Glydesdale*

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

The above is a correct description.

Builder's Signature, *A. M. Millan* Surveyor's Signature, *J. 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 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 *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 25526		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.
SAILS.												
CABLES, &c.												
N ^o .	Chain	135	2 1/2	76.5	2 7/8	D. 9 kms	Bower Anchors	476	41.0.0	336.10.0	40	
	Fore Sails,	135		107.8	2 7/8	helbert		8	3.0.8		total	Lipton
	Fore Top Sails,	100 1/4	1 1/8	22.75	1 1/8	E. R. Isitt		775	39.3.7	335.13.1.21	114	by
	Fore Topmast Stay Sails,	100 1/4	1 1/8	34.125	1 1/8	Lipton		4	2.0.0	31.10.2.14	cut	E. R.
	Main Sails,	90	5" still	90.12.0	5" still	Isitt		4	2.2.0	114.2.21	12	Isitt.
	Main Top Sails,	90	7	100.5	90.7		Stream Anchor	7200	6.1.7	33.12.0.0	6	
	and spare	90	6	90.4 1/2			Kedge		1.2.145		3	
							2nd Kedge	7250	2.3.9	35.7.1.0		

Standing and Running Rigging *wire hemp* sufficient in size and *good* in quality. She has *2* Long Boat and *20* kws.
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, 16 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. <i>1697</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	<i>Specially Surveyed. 1882: - Oct-13, 17, 20, 25, 27, 31; Nov 7, 10, 13, 17, 21, 24, 28; Dec 1, 5, 8</i>
Date <i>10th Decr. 1881</i>		2nd. On the plating during the process of riveting	<i>13, 20, 22, 27, 29; 1883: - Jan 9, 12, 16, 19, 26, 30; Feb 13, 16, 21, 23, 27; Mar 2, 6, 9, 16, 21, 23, 27, 30; April 3, 4, 9, 10, 13, 18, 20, 25, 27;</i>
Order for Ordinary Survey No. <i>246</i>		3rd. When the beams were in and fastened, and before the decks were laid...	
Date <i>29th</i>		4th. When the ship was complete, and before the plating was finally coated or cemented...	
No. <i>246</i> in builder's yard.		5th. After the ship was launched and equipped	

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, & in number, approved by the Committee in the Secretary's letters of the 9th Decr 1881, 1st & 24th April, 22nd May, 21st Aug. 3 Oct 1882 and 5th Mar. 1883.
This ship is a sister vessel to the "Imberhorne" Glasgow Report N^o 5960.

Bridge 48 ft long. Bulkhead fore end with 2 doors in it. 8 ft broad Monkey Forecastle 36 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 *James M. J. Dodd*
Special ... £ *44: 19: 0* *James M. J. Dodd*
Certificate ... *Gratis*
(to be sent as per margin).
(Travelling Expenses, if any, £ ...)
Committee's Minute *FRIDAY 8 JUNE 1883 18*
Character assigned *100 A.1.*
Surveyor to Lloyd's Register of British and Foreign Shipping.

(The Surveyors are requested not to write on or below the space for Committee's Minute.)

