

IRON SHIP

No. 6143 Survey held at Dumbarton Date, First Survey 5th Dec^r 82 Last Survey 12th June 1883

On the Barge "Hoddleburn"

TONNAGE under Tonnage Deck } 1007.02
 " of Third, Spar, }
 " of Poop, } 60.05
 " of Houses } 19.50
 " on Deck }
 " of Foremast }
 Gross Tonnage } 1080.57
 Less Crew Space } 27.89
 Register Tonnage } 1052.68
 as cut on Beam }

ONE, OR TWO DECKED, THREE DECKED VESSEL,
 SPAR, OR KAYAK-DECKED VESSEL.

Half Breadth (moulded) 17.00
 Depth from upper part of Keel to top of Upper Deck Beams 22.16
 Girth of Half Midship Frame (as per Rule) 34.33
 1st Number 73.49
 2nd Number 15.188
 Length 206.67
 2nd Number 15.188
 Proportions— Breadths to Length... .. 6.07
 Depths to Length—Upper Deck to Keel... .. 9.32
 Main Deck ditto

Master Peter Macindoe
 Built at Dumbarton
 When built 1883 Launched May 8th 83
 By whom built Birrell, Stenhouse & Co
 Owners Morris Carswell
 Residence Mitchell Street Glasgow
 Port belonging to Glasgow
 Destined Voyage Buenos Ayres
 If Surveyed while Building, Afloat, or in Dry Dock,
While Building Afloat

LENGTH on deck as per Rule ... 206 8 Feet. Inches. BREADTH Moulded... 34 0 Feet. Inches. DEPTH top of Floors to Upper Deck Beams ... 20 1 Feet. Inches. Power of Engines ... 1 Horse. No. of Decks with flat laid 1st part 2 No. of Tiers of Beams 2

Dimensions of Ship per Register, length, 217 breadth, 34.25 depth, 20.

	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.
KEEL, depth and thickness	<u>9 x 2 1/4</u>	<u>8 x 2 3/8</u>		
STEM, moulding and thickness... ..	<u>7 1/2 x 2 3/8</u>	<u>7 1/2 x 2 3/8</u>		
STERN-POST for Rudder do. do.	<u>7 1/2 x 2 3/8</u>	<u>7 1/2 x 2 3/8</u>		
" " for Propeller	<u>23</u>	<u>23</u>		
Distance of Frames from moulding edge to moulding edge, all fore and aft	<u>23</u>	<u>23</u>		
FRAMES, Angle Iron, for 1/2 length amidships	<u>5</u> 3 8	<u>5</u> 3 8		
Do. for 1/2 at each end	<u>3</u> 3 7	<u>3</u> 3 7		
REVERSED FRAMES, Angle Iron	<u>3</u> 3 7	<u>3</u> 3 7		
FLOORS, depth and thickness of Floor Plate } at mid line for half length amidships	<u>23</u>	<u>23</u>		
" thickness at the ends of vessel	<u>7</u>	<u>7</u>		
" depth at 3/4 the half-bdth. as per Rule	<u>11 1/2</u>	<u>11 1/2</u>		
" height extended at the Bilges... ..	<u>46</u>	<u>46</u>		
BEAMS, Upper, Star , or Awning Deck } Single or d'ble Ang. Iron, Plate or Tee Bulb Iron } <u>3</u> 3 6	<u>8</u>	<u>8</u>		
Single or double Angle Iron on Upper edge	<u>46</u>	<u>46</u>		
Average space... ..	<u>46</u>	<u>46</u>		
BEAMS, Main, or Middle Deck } Single or d'ble Ang. Iron, Plate or Tee Bulb Iron } <u>6</u> 3 8	<u>8 1/2</u>	<u>8 1/2</u>		
Single or double Angle Iron on Upper Edge	<u>46</u>	<u>46</u>		
Average space... ..	<u>46</u>	<u>46</u>		
BEAMS, Lower Deck— } Single or d'ble Ang. Iron, Plate or Tee Bulb Iron } <u>3</u> 3 7	<u>8 1/2</u>	<u>8 1/2</u>		
Single or double Angle Iron on Upper Edge	<u>46</u>	<u>46</u>		
Average space... ..	<u>46</u>	<u>46</u>		
BEAMS, Hold, or Orlop } Single or d'ble Ang. Iron, Plate or Tee Bulb Iron } <u>6</u> 3 8	<u>8 1/2</u>	<u>8 1/2</u>		
Single or double Angle Iron on Upper Edge	<u>46</u>	<u>46</u>		
Average space... ..	<u>46</u>	<u>46</u>		
KEELSONS Centre line, single or double plate, } box, or Intercoastal, Plates	<u>15</u>	<u>15</u>		
" Rider Plate	<u>10 3/4</u>	<u>10 3/4</u>		
" Bulb Plate to Intercoastal Keelson	<u>5</u> 3 1/2 8	<u>5</u> 3 1/2 8		
" Angle Irons	<u>5</u> 3 1/2 8	<u>5</u> 3 1/2 8		
" Double Angle Iron Side Keelson	<u>5</u> 3 1/2 8	<u>5</u> 3 1/2 8		
" Side Intercoastal Plate	<u>5</u> 3 1/2 8	<u>5</u> 3 1/2 8		
" do. Angle Irons	<u>5</u> 3 1/2 8	<u>5</u> 3 1/2 8		
" Attached to outside plating with angle iron	<u>3</u> 3 7	<u>3</u> 3 7		
BILGE Angle Irons	<u>5</u> 3 1/2 8	<u>5</u> 3 1/2 8		
" do. Bulb Iron... ..	<u>5</u> 3 1/2 8	<u>5</u> 3 1/2 8		
" do. Intercoastal plates riveted to plating for length	<u>5</u> 3 1/2 8	<u>5</u> 3 1/2 8		
BILGE STRINGER Angle Irons	<u>5</u> 3 1/2 8	<u>5</u> 3 1/2 8		
Intercoastal plates riveted to plating for length	<u>5</u> 3 1/2 8	<u>5</u> 3 1/2 8		
SIDE STRINGER Angle Irons	<u>5</u> 3 1/2 8	<u>5</u> 3 1/2 8		

Flat Keel Plates, breadth and thickness
 PLATES in Garboard Strakes, br'dth & thickness 34 11 34 11
 " From Garboard to upper part of Bilges... ..
 " Of d'bling at Bilge, increased thickness, 3 11 3 11
 " length applied 3 strakes }
 " From up. prt of Bilge to lr. edge of Sh'rstrake... ..
 " Main Sheerstrake, breadth and thickness
 " Of d'bling at Sh'stk. & lng. applied
 " From M'n. to Up. or Spar Dk. Sh'rstrake... ..
 " Up. or Spar Dk Sh'rstrake, br'dth & thicken'ss... ..
 Butt Straps to outside plating, breadth & thickness 18 1/2 18 1/2
 Lengths of Plating 6 frame spaces 15 ft. spaces
 Shifts of Plating, and Stringers 2 — "
 Gunwale Plate on ends of Awning, Spar, or 30 9 30 9
 Upper Deck Beams, breadth and thickness... ..
 Angle Iron on ditto
 Tie Plates fore and aft, outside Hatchways 12 9 12 9
 Diagonal Tie Plates on Beams No. of Pairs 6 12 9 12 9
 Flat of Up. Spar, or Awning Dk. 4 3 1/2 3 1/2 9
 How fastened to Beams
 Stringer Plate on ends of Main or Middle Deck } Beams, breadth and thickness
 " Is the Stringer Plate attached to the outside plating? Yes Yes
 Angle Irons on ditto, No. 2
 Tie Plates, outside Hatchways
 Diagonal Tie Plates on Beams, No. of pairs 12 9 12 9
 Flat of Middle Deck* do. do. 4 1/2 3 1/2 9
 How fastened to Beams
 Stringer Plates on ends of Lower Deck, Hold or Orlop Beams
 " Is the Stringer Plate attached to the outside plating? Yes Yes
 Angle Irons on ditto, No. 2
 Stringer or Tie Plates, outside Hatchways 12 9 12 9
 Flat of Lower Deck* 4 1/2 3 1/2 9
 " and forward plate to fore & aft hatchways.
 Ceiling betwixt Decks, thickness and material... ..
 " in hold do. do. 1 1/2 R.P. pine
 Main piece of Rudder, diameter at head
 " do. at heel
 Can the Rudder be unshipped afloat? Yes
 Bulkheads No. One No. per Rule One
 " Thickness of 6 1/2
 " Height up to Upper Dk.
 " How secured to sides of ship Double frames
 " Size of Vertical Angle Irons 3 x 3 x 7/16 and distance apart 30 ins.
 " Are the outside Plates doubled two spaces of Frames in length? Yes

The FRAMES extend in one length from middle line to upper deck
 The REVERSED ANGLE IRONS on floors and frames extend across middle line to Bilge from there and to lower up. Dk. 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 1/2 in. diameter, averaging 5 1/2 ins. from centre to centre.
 " Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 3/4 in. diameter, averaging 3 1/2 ins. from centre to centre.
 " Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 in. diameter averaging 3 x 3 1/2 ins. from centre to centre.
 " Butts of 3 Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 1/16 thicker than the plates they connect.
 " Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 3/4 in. diameter, averaging 3 x 3 1/2 ins. from cr. to cr.
 " Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 3 x 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 4 1/2 5 1/4 Breadth of laps of plating in single riveting 4 1/2
 Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Yes No. of Breasthooks, 5 Crutches, 4
 What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Consolidated Steel
 Manufacturer's name or trade mark, Malleable Iron Co. Glasgow Iron Co. & Glasgow Long & Co.
 The above is a correct description.
 Builder's Signature, James Buchanan & Co. Surveyor's Signature, James Buchanan & Co.

Workmanship. Are the butts of plating planed or otherwise fitted?

Planned 6142 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?

Are the fillings between the ribs and plates solid single pieces?

Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other?

Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces?

Do any rivets break into or through the seams or butts of the plating?

A very few

Masts, Bowsprit, Yards, &c., are 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

These are built in accordance with the List enclosed herewith, approved by the Secretary's letter of the 12th March 1883. The Iron used is "Consett Mast", which was tested and found to be of good malleable quality.

NUMBER for EQUIPMENT 16280
SAILS.

N^o.

Fore Sails,

Fore Top Sails,

Fore Topmast Stay Sails,

Main Sails,

Main Top Sails,

and spare

CABLES, &c.

Chain

Iron Stream Chain

or Steel Wire

or Hempen Strm

Cable

Towline, Hemp

or Steel Wire

Hawser

Warp

quality

good

Fathoms.

Inches.

Test per Certificate.

Inches per Rule.

Machine where Tested & Suprntd.

ANCHORS.

N^o.

Weight.

Ex. Stock.

Test per Certificate.

W't req'd per Rule.

Machine where Tested & Suprntd.

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Test per Certificate.

W't req'd per Rule.

Machine where Tested & Suprntd.

Standing and Running Rigging

sufficient in size and good in quality.

She has 2 Life Long Boats and 2 others

The Windlass is

Harfield's patent

Capstan

Ropers

and Rudder

good

Pumps

good

Engine Room Skylights. How constructed?

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?

4 Scuppers, 4 ports, and

Cargo Hatchways. How formed?

State size Main Hatch

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams?

Hatches, If strong and efficient?

Order for Special Survey No.

Date

Order for Ordinary Survey No.

Date

No.

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

The workmanship is good and the

vessel has been built in accordance with the

approved drawings, 3 in number, enclosed herewith,

and with the instructions contained in the Secretary's

letters of the 24th Dec^r 1881, 15th Mar^r 1882, & 8th Aug^r 1882.

This vessel is a sister vessel to the

Barque "Gogoburn", Report N^o 5925.

Length of Poop 27ft with wings 4 ft long before poop.

Iron Deck house 33ft x 12½ ft.

Anchor forecastle 28ft

State if on, two, or three decked vessel, on if open, or awning decked; and the lengths of poop, bridge, forecastle, or raised quarter deck.

How are the surfaces preserved from oxidation? Inside

I am of opinion this Vessel should be Classed

The amount of the Entry Fee ...

Special ...

Certificate ...

(Travelling Expenses, if any, £ ...)

Committee's Minute

Character assigned

FRIDAY 13 JUNE 1883

18

100A

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