

IRON SHIP

(Rec'd. 15th Dec 1882)

No. 6143 Survey held at Dumbarton Date, First Survey 5th Dec 1882 Last Survey 12th June 1883

On the Barque "Noddleburn" Master Peter Macindoe

TONNAGE under Tonnage Deck 1007.02 **ONE, OR TWO DECKED, THREE DECKED VESSEL,** Built at Dumbarton

SPAR, OR KAYING-DECKED VESSEL. 60.05 Depth from upper part of Keel to top of Upper Deck Beams 22.16 When built 1883 Launched May 8th 1883

19.50 Girth of Half Midship Frame (as per Rule) 34.33 By whom built Birrell, Stenhouse & Co

1080.57 Gross Tonnage 73.49 1st Number 15.188 2nd Number 15.188 Owners Morris Carswell

27.89 Less Crew Space Length 206.67 Proportions— Breadths to Length 6.07 Destined Voyage Buenos Ayres

1032.68 Register Tonnage as cut on Beam 9.32 Depths to Length— Upper Deck to Keel 9.32 Main Deck ditto 9.32 If Surveyed while Building, Afloat or in Dry Dock, While Building Afloat

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

Dimensions of Ship per Register, length, 217 breadth, 34.25 depth, 20 Moulded depth 21' 6"

KEEL, depth and thickness 9 x 2 1/4 PLATES in Garboard Strakes, br'dth & thickness 34 11 34 11

STEM, moulding and thickness 7 1/2 x 2 3/8 From Garboard to upper part of Bilges 10 9 10 9

STERN-POST for Rudder do. do. 7 1/2 x 2 3/8 Of d'bling at Bilge, increased thickness, 3

Distance of Frames from moulding edge to moulding edge, all fore and aft 23 From up. prt of Bilge to lr. edge of Sh'rstrake 3 10 3 10

FRAMES, Angle Iron, for 1/2 length amidships 5 3 8 5 3 8 Main Sheerstrake, breadth and thickness 2 9 2 9

REVERSED FRAMES, Angle Iron 3 3 7 3 3 7 Of d'bling at Sh'stk. & lng. applied 36 11 36 11

FLOORS, depth and thickness of Floor Plate at mid line for half length amidships 23 9 23 9 From Mn. to Up. or Spar Dk. Sh'rstrake 18 11 18 11

thickness at the ends of vessel 11 7 11 7 Up. or Spar Dk Sh'rstrake, br'dth & thic'k'ns 36 11 36 11

depth at 3/4 the half-bdth. as per Rule 46 46 Butt Straps to outside plating, breadth & thickness 6 frame spaces 15 ft spaces

height extended at the Bilges 46 46 Lengths of Plating 2

BEAMS, Upper, ~~Spar, or Arming Deck~~ Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 8 8 8 8 Shifts of Plating, and Stringers 2

Single or double Angle Iron on Upper edge 3 3 6 3 3 6 Gunwale Plate on ends of Arming, Spar, or Upper Deck Beams, breadth and thickness 30 9 30 9

Average space 46 Angle Iron on ditto 5 x 3 1/2 x 8 5 x 3 1/2 x 8

BEAMS, Main, or Middle Deck 6 3 8 6 3 8 Tie Plates fore and aft, outside Hatchways 12 9 12 9

Single or double Angle Iron on Upper Edge 46 Diagonal Tie Plates on Beams No. of Pairs 6 12 9 12 9

Average space 46 Flat of Up. Spar, or Arming Dk. 3 1/2 3 1/2

BEAMS, Lower Deck 8 1/2 8 8 1/2 8 How fastened to Beams nut & screw bolts

Single or double Angle Iron on Upper Edge 3 3 7 3 3 7 Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness 30 8 30 8

Average space 46 Is the Stringer Plate attached to the outside plating? Yes Yes

BEAMS, Hold, or Orlop 6 3 8 6 3 8 Angle Irons on ditto, No. 2 3 1/2 x 3 1/2 x 8 3 1/2 x 3 1/2 x 8

Single or double Angle Iron on Upper Edge 46 Stringer or Tie Plates, outside Hatchways 12 9 12 9

Average space 46 Flat of Lower Deck 4 1/2 ft from side and forward aft to fore & after hatchways.

KEELSONS Centre line, single or double plate, box, or Intercoastal Plates 15 11 15 11 Ceiling betwixt Decks, thickness and material spacing 1 1/2 R & P pine

" Rider Plate 10 3/4 11 10 3/4 11 Main piece of Rudder, diameter at head 5 1/2 5 1/2

" Bull Plate to Intercoastal Keelson 5 3 1/2 8 5 3 1/2 8 do. at heel 5 1/2 3 5 1/2 3

" Angle Irons 5 3 1/2 8 5 3 1/2 8 Can the Rudder be unshipped afloat? Yes

" Double Angle Iron Side Keelson 5 3 1/2 8 5 3 1/2 8 Bulkheads No. One No. per Rule One

" Side Intercoastal Plate 5 3 1/2 8 5 3 1/2 8 Thickness of 6 1/2

" do. Angle Irons 5 3 1/2 8 5 3 1/2 8 Height up to Upper Dk.

" Attached to outside plating with angle iron 3 3 7 3 3 7 How secured to sides of ship Double frames

BILGE Angle Irons 5 3 1/2 8 5 3 1/2 8 Size of Vertical Angle Irons 3 x 3 x 7/16 and distance apart 30 ins.

" do. Bull Iron 5 3 1/2 8 5 3 1/2 8 Are the outside Plates doubled two spaces of Frames in length? Yes

" do. Intercoastal plates riveted to plating for length 5 3 1/2 8 5 3 1/2 8

BILGE STRINGER Angle Irons 5 3 1/2 8 5 3 1/2 8

SIDE STRINGER Angle Irons 5 3 1/2 8 5 3 1/2 8

The FRAMES extend in one length from middle line to upper deck Riveted through plates with 3/4 in. Rivets, about 6 apart.

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 1/8 in. diameter, averaging 5 1/8 ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 3/16 in. diameter, averaging 3 1/2 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/16 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 1/6 thicker than the plates they connect.

Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 3/16 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 3/16 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 x 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 No. of Breasthooks, 5 Crutches, 4

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

Manufacturer's name or trade mark, Malleable Iron C^o Glasgow Iron Co. & Glasgow Long & Co.

The above is a correct description.

Builder's Signature, James Stewart & Co Surveyor's Signature, John D. D. D.

ROBT. EDM. TAYLOR & SON Commercial and

GLS148-0082

Workmanship. Are the butts of plating planed or otherwise fitted? *Planned* 6142 G.L.S.
 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 Scanlings 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 "Consent Mast", which was tested and found to be of good malleable quality.

NUMBER for EQUIPMENT	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested & Suprntd.
SAILS.	135 1/2	3/4	55-2-0	270	Kerkerton	Bower Anchors	5019	30-3-22	29-7-2-0	30	
CABLES, &c.	134 3/8	1/4	77-1-2-0	17 1/2	D. G.			6-3-6			
Chain	125 7/8	1/2	47-2-0	17 1/2	Lewis		5003	29-3-17	28-12-2-0	total	
Fore Sails,	125 7/8	1/2	47-2-0	17 1/2	Lewis		5003	29-3-17	28-12-2-0	total	
Fore Top Sails,	75	15/16	5-16-0-8	75-13	Kerkerton		5017	26-0-16	25-16-1-0	85 1/2	
Fore Topmast Stay Sails,	4-11-20	5	1-12-0-0	75-76	Seahorse			6-1-7			
Main Sails,	15	10 1/2	3-12-0-0	90-10 1/2			2/may/883	5007	9-1-21	11-11-1-0	9-2-0
Main Top Sails,	75	3 1/2	1-12-0-0	90-9			Stream Anchor	5046	5-0-26	7-9-2-21	4-3-0
and spare	90	9	1-12-0-0	90-5 1/2			Kedge	5046	5-0-26	7-9-2-21	4-3-0
	90	5 1/2	1-12-0-0	90-5 1/2			2nd Kedge	5035	3-1-7	4-17-2-0	2-2-0

Standing and Running Rigging *wire thump* 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? *How secured in ordinary 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 2 moving pipes*

Cargo Hatchways. How formed? *Plates & Angles*
 State size Main Hatch *15-4 x 10-0* Forehatch *6 ft x 6 ft* Quarterhatch *6 ft x 6 ft*
 If of extraordinary size, state how framed and secured? *not of an extraordinary size*

What arrangement for shifting beams? *one shifting plate in large hatchway.*
 Hatches, If strong and efficient? *Solid, Yes.*

Order for Special Survey No. <i>804</i>	Date <i>20th Nov/82</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>1882: Dec. 5, 29;</i>
Order for Ordinary Survey No. <i>2</i>	Date <i>20th Nov/82</i>		2nd. On the plating during the process of riveting	<i>1883: Jan. 4, 12, 16, 19, 23, 30; Feb. 2, 9, 13, 20, 27;</i>
No. <i>38</i> in builder's yard.			3rd. When the beams were in and fastened, and before the decks were laid...	<i>Mar. 2, 20, 27, 30; April 6, 10, 17, 20, 25, 27; May 1, 4, 9;</i>
			4th. When the ship was complete, and before the plating was finally coated or cemented..	<i>11, 15, 25, 29; June 1, 6, 12,</i>
			5th. After the ship was launched and equipped	

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 & 8th August 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 12 1/2 ft.
 Anchor forecastle 28ft*

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, *J. Dodd*
 Special ... £ *51: 0: 0* Certificate ... £ *0: 0: 0*
 (Travelling Expenses, if any, £

Committee's Minute *FRIDAY 13 JUNE 1883 18*
 Character assigned *100 A.1*

