

IRON SHIP.

No. *6205* Survey held at *Dumbarton* Date, First Survey *24th Oct/82* Last Survey *3 Aug 1883*
On the *S.S. "Torreador"* *2 masts.* *Schooner rig.*

Tonnage under Tonnage Deck *533.75*
Ditto of Third, Spar Bridge *89.97*
Ditto of Poop, *43.74*
Ditto of House (Main) *39.67*
Ditto of Forecastle *24.38*
Gross Tonnage *682.00*
Less Crew Space *1682.00*
Less Engine Room *235.49*
Register Tonnage as cut on Beam *446.51*

ONE, OR TWO DECKED, THREE DECKED VESSEL,
SPAR, OR AWNING-DECKED VESSEL.
Half Breadth (moulded) *15.00*
Depth from upper part of Keel to top of Upper Deck Beams *14.8*
Girth of Half Midship Frame (as per Rule) *26.75*
1st Number *56.55*
1st Number, if a 2 Decked Vessel deduct 7 feet
Length *182.5*
2nd Number *10320*
Proportions— Breadths to Length *6.08*
Depths to Length— Upper Deck to Keel *12.33*
Main Deck ditto

Master *H. McCallum*
Built at *Dumbarton*
When built *1882-83* Launched *20 June/83*
By whom built *Burrell & Son*
Owners *Baird & Brown*
Residence *Mitchell St. Glasgow*
Port belonging to *Glasgow*
Destined Voyage *Bilbao.*
If Surveyed while Building, Afloat, or in Dry Dock, *While Building & afloat.*

LENGTH on deck as per Rule *182* Feet. *6* Inches. BREADTH Moulded *30* Feet. *0* Inches. DEPTH top of Floors to Upper Deck Beams *13* Feet. *6* Inches. Power of Engines *85* Horse. N^o. of Decks with flat laid / N^o. of Tiers of Beams /
Dimensions of Ship per Register, length, *184.3* breadth, *30.15* depth, *13.3*

KEEL, depth and thickness	Inches in Ship	Inches per Rule	PLATES in Garboard Strakes, br'dth & thickness	Inches in Ship	16ths in Ship	Inches per Rule	16ths in Ship
<i>7 1/2 x 2 1/8</i>	<i>7 1/2</i>	<i>2 1/8</i>	<i>32</i>	<i>9</i>	<i>32</i>	<i>9</i>	
STEM, moulding and thickness	<i>6 3/4 x 2 1/8</i>	<i>6 3/4</i>	From Garboard to upper part of Bilges	<i>2 strakes</i>	<i>7</i>	<i>17</i>	
STERN-POST for Rudder do. do.	<i>6 3/4 x 4 1/2</i>	<i>6 3/4</i>	Of d'bling at Bilge, or increased thickness	<i>1 - "</i>	<i>8</i>	<i>8</i>	
" " for Propeller	<i>22 ins</i>	<i>22 ins</i>	and length applied	<i>1 - "</i>	<i>9</i>	<i>9</i>	
Distance of Frames from moulding edge to moulding edge, all fore and aft	<i>22 ins</i>	<i>22 ins</i>	From up. prt of Bilge to l.r. edge of Sh'rstrake	<i>33</i>	<i>12</i>	<i>33</i>	<i>12</i>
FRAMES, Angle Iron, for 1/2 length amidships	<i>3 1/2</i>	<i>3</i>	Main Sheerstrake, breadth and thickness	<i>33</i>	<i>12</i>	<i>33</i>	<i>12</i>
Do. for 1/4 at each end	<i>3</i>	<i>2 1/2</i>	Of d'bling at Sh'stk. & lng. applied	<i>20 flat</i>	<i>7</i>	<i>7</i>	
REVERSED FRAMES, Angle Iron	<i>16</i>	<i>5 1/2</i>	From M'n. to Up. or Spar Dk. Sh'rstrake	<i>7</i>	<i>9</i>	<i>7</i>	
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	<i>16</i>	<i>5 1/2</i>	Up. or Spar Dk. Sh'rstrake, breadth & thickness	<i>7</i>	<i>9</i>	<i>7</i>	
" thickness at the ends of vessel	<i>8</i>	<i>8</i>	Butt Straps to outside plating, breadth & thickness	<i>7</i>	<i>9</i>	<i>7</i>	
" depth at 1/2 the half-bdth. as per Rule	<i>32</i>	<i>32</i>	Lengths of Plating	<i>26</i>	<i>9</i>	<i>26</i>	<i>9</i>
" height extended at the Bilges	<i>5 1/2</i>	<i>3</i>	Shifts of Plating, and Stringers	<i>2</i>	<i>9</i>	<i>2</i>	
BEAMS, Upper, Spar, or Awning Deck	<i>5 1/2</i>	<i>3</i>	Gunwale Plate on ends of Awning, Spar, or	<i>4 x 3 x 6</i>	<i>4 x 3 x 6</i>	<i>4 x 3 x 6</i>	<i>4 x 3 x 6</i>
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<i>5 1/2</i>	<i>3</i>	Upper Deck Beams, breadth and thickness	<i>4 x 3 x 6</i>	<i>4 x 3 x 6</i>	<i>4 x 3 x 6</i>	<i>4 x 3 x 6</i>
Single or double Angle Iron on Upper edge	<i>22 ins</i>	<i>22 ins</i>	Angle Iron on ditto	<i>4 x 3 x 6</i>	<i>4 x 3 x 6</i>	<i>4 x 3 x 6</i>	<i>4 x 3 x 6</i>
Average space	<i>5 1/2</i>	<i>3</i>	Tie Plates fore and aft, outside Hatchways	<i>4 x 3 x 6</i>	<i>4 x 3 x 6</i>	<i>4 x 3 x 6</i>	<i>4 x 3 x 6</i>
BEAMS, Main, or Middle Deck	<i>5 1/2</i>	<i>3</i>	Diagonal Tie Plates on Beams No. of Pairs	<i>4 x 3 x 6</i>	<i>4 x 3 x 6</i>	<i>4 x 3 x 6</i>	<i>4 x 3 x 6</i>
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<i>22 ins</i>	<i>22 ins</i>	Flat of Up., Spar, or Awning Dk.	<i>4 x 3 x 6</i>	<i>4 x 3 x 6</i>	<i>4 x 3 x 6</i>	<i>4 x 3 x 6</i>
Single or double Angle Iron on Upper edge	<i>22 ins</i>	<i>22 ins</i>	How fastened to Beams	<i>4 x 3 x 6</i>	<i>4 x 3 x 6</i>	<i>4 x 3 x 6</i>	<i>4 x 3 x 6</i>
Average space	<i>8 1/2</i>	<i>8</i>	Stringer Plate on ends of Main or Middle Deck	<i>4 x 3 x 6</i>	<i>4 x 3 x 6</i>	<i>4 x 3 x 6</i>	<i>4 x 3 x 6</i>
BEAMS, Lower Deck—under R. Q. Stk.	<i>4</i>	<i>3</i>	Beams, breadth and thickness	<i>4 x 3 x 6</i>	<i>4 x 3 x 6</i>	<i>4 x 3 x 6</i>	<i>4 x 3 x 6</i>
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<i>4</i>	<i>3</i>	Is the Stringer Plate attached to the outside plating?	<i>4 x 3 x 6</i>	<i>4 x 3 x 6</i>	<i>4 x 3 x 6</i>	<i>4 x 3 x 6</i>
Single or double Angle Iron on Upper edge	<i>4</i>	<i>3</i>	Angle Irons on ditto, No. one	<i>4 x 3 x 6</i>	<i>4 x 3 x 6</i>	<i>4 x 3 x 6</i>	<i>4 x 3 x 6</i>
Average space	<i>6 1/2</i>	<i>6</i>	Tie Plates, outside Hatchways	<i>4 x 3 x 6</i>	<i>4 x 3 x 6</i>	<i>4 x 3 x 6</i>	<i>4 x 3 x 6</i>
BEAMS, Hold, or Orlop—Forecastle	<i>2 1/2</i>	<i>2 1/2</i>	Diagonal Tie Plates on Beams, No. of pairs	<i>4 x 3 x 6</i>	<i>4 x 3 x 6</i>	<i>4 x 3 x 6</i>	<i>4 x 3 x 6</i>
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<i>2 1/2</i>	<i>2 1/2</i>	Flat of Middle Deck* do. do.	<i>4 x 3 x 6</i>	<i>4 x 3 x 6</i>	<i>4 x 3 x 6</i>	<i>4 x 3 x 6</i>
Single or double Angle Iron on Upper edge	<i>2 1/2</i>	<i>2 1/2</i>	How fastened to Beams	<i>4 x 3 x 6</i>	<i>4 x 3 x 6</i>	<i>4 x 3 x 6</i>	<i>4 x 3 x 6</i>
Average space	<i>9</i>	<i>9</i>	Stringer Plates on ends of Lower Deck, Hold or Orlop Beams under R. Q. Stk.	<i>4 x 3 x 6</i>	<i>4 x 3 x 6</i>	<i>4 x 3 x 6</i>	<i>4 x 3 x 6</i>
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates	<i>9</i>	<i>9</i>	Is the Stringer Plate attached to the outside plating?	<i>4 x 3 x 6</i>	<i>4 x 3 x 6</i>	<i>4 x 3 x 6</i>	<i>4 x 3 x 6</i>
" Rider Plate	<i>9</i>	<i>9</i>	Angle Irons on ditto, No. 3	<i>4 x 3 x 6</i>	<i>4 x 3 x 6</i>	<i>4 x 3 x 6</i>	<i>4 x 3 x 6</i>
" Bulb Plate to Intercoastal Keelson	<i>4</i>	<i>3</i>	Stringer or Tie Plates, outside Hatchways	<i>4 x 3 x 6</i>	<i>4 x 3 x 6</i>	<i>4 x 3 x 6</i>	<i>4 x 3 x 6</i>
" Angle Irons	<i>4</i>	<i>3</i>	Flat of Lower Deck	<i>4 x 3 x 6</i>	<i>4 x 3 x 6</i>	<i>4 x 3 x 6</i>	<i>4 x 3 x 6</i>
" Double Angle Iron Side Keelson	<i>4</i>	<i>3</i>	Ceiling betwixt Decks, thickness and material	<i>4 x 3 x 6</i>	<i>4 x 3 x 6</i>	<i>4 x 3 x 6</i>	<i>4 x 3 x 6</i>
" Side Intercoastal Plate	<i>4</i>	<i>3</i>	" in hold do. do.	<i>4 x 3 x 6</i>	<i>4 x 3 x 6</i>	<i>4 x 3 x 6</i>	<i>4 x 3 x 6</i>
" do. Angle Irons	<i>4</i>	<i>3</i>	Main piece of Rudder, diameter at head	<i>4 x 3 x 6</i>	<i>4 x 3 x 6</i>	<i>4 x 3 x 6</i>	<i>4 x 3 x 6</i>
" Attached to outside plating with angle iron	<i>4</i>	<i>3</i>	do. at heel	<i>4 x 3 x 6</i>	<i>4 x 3 x 6</i>	<i>4 x 3 x 6</i>	<i>4 x 3 x 6</i>
BILGE Angle Irons	<i>4</i>	<i>3</i>	Can the Rudder be unshipped afloat?	<i>4 x 3 x 6</i>	<i>4 x 3 x 6</i>	<i>4 x 3 x 6</i>	<i>4 x 3 x 6</i>
" do. Bulb Iron	<i>4</i>	<i>3</i>	Bulkheads No. 4 No. per Rule	<i>4 x 3 x 6</i>	<i>4 x 3 x 6</i>	<i>4 x 3 x 6</i>	<i>4 x 3 x 6</i>
" do. Intercoastal plates riveted to plating for length	<i>4</i>	<i>3</i>	" Thickness of	<i>4 x 3 x 6</i>	<i>4 x 3 x 6</i>	<i>4 x 3 x 6</i>	<i>4 x 3 x 6</i>
BILGE STRINGER Angle Irons	<i>4</i>	<i>3</i>	" Height up	<i>4 x 3 x 6</i>	<i>4 x 3 x 6</i>	<i>4 x 3 x 6</i>	<i>4 x 3 x 6</i>
Intercoastal plates riveted to plating for length	<i>4</i>	<i>3</i>	" How secured to sides of ship	<i>4 x 3 x 6</i>	<i>4 x 3 x 6</i>	<i>4 x 3 x 6</i>	<i>4 x 3 x 6</i>
SIDE STRINGER Angle Irons	<i>4</i>	<i>3</i>	" Size of Vertical Angle Irons	<i>4 x 3 x 6</i>	<i>4 x 3 x 6</i>	<i>4 x 3 x 6</i>	<i>4 x 3 x 6</i>
Plate <i>12 x 7 1/6</i>	<i>4</i>	<i>3</i>	" Are the outside Plates doubled two spaces of Frames in length?	<i>4 x 3 x 6</i>	<i>4 x 3 x 6</i>	<i>4 x 3 x 6</i>	<i>4 x 3 x 6</i>

The FRAMES extend in one length from *middle line to gunwale*
The REVERSED ANGLE IRONS on floors and frames extend *from middle line to up. part of Bilge & lower Stk. and to up. Stk. & R. Q. Stk. 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* in. diameter, averaging *5* 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* ins. from centre to centre.
Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets *3/4* in. diameter averaging *3* ins. from centre to centre.
Butts of *2* 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 *single* riveted; with rivets *3/4* in. diameter, averaging *3* ins. from cr. to cr.
Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets *3/4* in. diameter, averaging *3* ins. from cr. to cr.
Edges of Main Sheerstrake, double *single* riveted.
Butts of Main Sheerstrake, treble riveted for *1/2* length amidships. *Upper Sheerstrake, double or single riveted.*
Butts of Main Stringer Plate, treble riveted for *1/2* length amidships. *Butts of Upper or Spar Sheerstrake, treble riveted length amidships.*
Breadth of laps of plating in double riveting *4 1/2* 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 & don* No. of Breasthooks, *4* Crutches, *See plans*
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *"Dorman Long & Co."*
Manufacturer's name or trade mark, *"Middleboro" & "Consett"*
The above is a correct description. *Yes*
Builder's Signature, *Al. Burrell* Surveyor's Signature, *J. J. Dodd*
Surveyor to Lloyd's Register of British and Foreign Shipping.

Workmanship. Are the butts of plating planed or otherwise fitted? *Planed* 6205 lbs
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 few.*

Masts, Bowsprit, Yards, &c., are *Wood* 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 *There are 2 pole masts of P. Pine.*

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.	Wght req'd per Rule.	Machine where Tested & Suprntd.
	Fore Sails,	Chain	10.5	1 1/4	42.125	2 1/8	Heherton	Bower Anchors	4842	13.5.2	15.10.1.7	13 1/2	Heherton
	Fore Top Sails,	Iron Stream Chain	4.97	3/8	74.1.4	1 1/2	D. G.	6 ap. 1883	4843	13.1.14	15.1.2.7	38 1/2	signed by
	Fore Topmast Stay Sails,	or Steel Wire	6.6	1 1/8	17.8	60.13	Lewis	14 - "	14890	11.3.18	13.17.2.0		
	Fore Topmast Cable	or Hempen Strm	4.0	1 1/2	90.0	88.3		5 - "	14858	4.3.25	7.7.2.0	4 3/4	D. G.
	Main Sails,	Towline, Hemp.	120	2 3/4	75.8	75.8		Stream Anchor	14847	2.2.7	5.2.2.0	2 1/2	Lewis.
	Main Top Sails,	or Steel Wire	75	9 1/2	90.6	90.6		Kedge	14847	2.2.7	5.2.2.0	2 1/2	
		Hawser	75	7 1/2	90.4	90.4		2nd Kedge		1.1.12		1 1/4	
		Warp	75	3									
		quality good	90	3									

Standing and Running Rigging *Wire Hemp* sufficient in size and *gd* in quality. She has *one* Long Boat and *2* others

The Windlass is *Emmerson & Walker* Capstan *home* and Rudder *good* Pumps *good*

Engine Room Skylights. How constructed? *Leak on Elm Coaming on Bridge* How secured in ordinary weather? *Bolted*

What arrangements for deadlights in bad weather? *Solid top with Bulbs - 12*

Coal Bunker Openings. How constructed? *Iron* How are lids secured? *Hatches* Height above deck? *14 1/2 above*

Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *In forward well* *Bridge Stk*
there are 2 scuppers, 2 water ports & 2 moving pipes, and in after well 2 scuppers

Cargo Hatchways. How formed? *Plate and angle iron* *and one water port*

State size Main Hatch. *20 ft x 10 ft* Forehatch *18 ft x 10 ft* Quarterhatch *14 ft x 8 ft*

If of extraordinary size, state how framed and secured? *Coaming 2 1/2 deep x 8 1/2 thick* *not of extraordinary size* *Coaming 18 deep x 8 1/2*

What arrangement for shifting beams? *one web in large hatch, and another in Quarter Hatch.*

Hatches, If strong and efficient? *Yes - Solid.*

Order for Special Survey No. <i>1772</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 24, 27, 31, Nov. 3, 10, 14, 21, 24 & 28; Dec 1, 5, 8, 12, 15, 19, 22, 29, Jan 9, 12, 16, 19, 23, 27, 30; Feb 2, 9, 13, 16, 20, 23, 27, Mar 2, 6, 19, 27, 30; Ap. 3, 10, 13, 17, 25, 27, May 14, 9, 16, 18, 23, 29; June 12, 15, 19, 30; July 11, 24.</i>
Date <i>28th Augt 1882</i>		2nd. On the plating during the process of riveting	
Order for Ordinary Survey No. <i>4</i>		3rd. When the beams were in and fastened, and before the decks were laid...	
Date <i>28th Augt 1882</i>		4th. When the ship was complete, and before the plating was finally coated or cemented..	
No. <i>24</i> in builder's yard.		5th. After the ship was launched and equipped	

General Remarks (State quality of workmanship, &c.) *28. 30. August 3.*

The Workmanship is good and the vessel has been built in accordance with the approved tracings, & in number attached herewith, see Secretary's letter of the 21st Aug. 1882.

This vessel has a fore peak tank containing 40 tons of water, and an after peak tank containing 30 tons, and she also has a ballast tank from frame N° 11 to frame 44, 53 ft. long and containing 80 tons of water, this tank extends under the engines. Each of these tanks has been tested with a head of water as required by the Rules and found satisfactory.

The forecassle is 22 1/2 ft. long with wings aft side 30" long. Bridge 44 ft. long. Raised Quarter deck 34" 9 + Poop 22 ft. long.

State if one, two, or three decked vessel, or if open, or running decked, and the lengths of poop, bridge, forecassle, & 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, *J. Dodd*

Special ... £ *3/4: 2: 0* 1883

Certificate ... £ *0: 0: 0*

(Travelling Expenses, if any, £ ...)

Committee's Minute

Character assigned *100 A. 1.*

1883

FRIDAY 10 AUGUST 1883 18

Lloyd's Register Foundation