

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 rigged

Tonnage under Tonnage Deck <u>533.75</u>	ONE, OR TWO DECKED, THREE DECKED VESSEL.	Master <u>H. McCallum</u>
Ditto of Third, Spar Bridge <u>89.97</u>	SPAR, OR AWNING-DECKED VESSEL.	Built at <u>Dumbarton</u>
Ditto of Poop, <u>43.74</u>	Half Breadth (moulded) <u>15.00</u>	When built <u>1882-83</u> Launched <u>20 June/83</u>
Ditto of Houses (Main) <u>39.67</u>	Depth from upper part of Keel to top of Upper Deck Beams <u>14.8</u>	By whom built <u>Burrell & Don</u>
Ditto of Forecastle <u>24.38</u>	Girth of Half Midship Frame (as per Rule) <u>26.75</u>	Owners <u>Baird & Brown</u>
Space of Anchors <u>4.41</u>	1st Number <u>56.55</u>	Residence <u>Mitchell St. Glasgow</u>
Gross Tonnage <u>735.92</u>	1st Number, if 2 Decked Vessel deduct 7 feet	Port belonging to <u>Glasgow</u>
Less Crew Space <u>53.92</u>	Length <u>182.5</u>	Destined Voyage <u>Bilbao</u>
Less Engine Room <u>235.49</u>	2nd Number <u>10320</u>	If Surveyed while Building, Afloat, or in Dry Dock.
Register Tonnage as cut on Beam <u>446.51</u>	Proportions— Breadths to Length <u>6.08</u>	<u>While Building & afloat</u>
	Depths to Length— Upper Deck to Keel <u>12.33</u>	
	Main Deck ditto	

LENGTH on deck as per Rule <u>182</u>	BREADTH Moulded <u>30</u>	DEPTH top of Floors to Upper Deck Beams <u>13</u>	Power of Engines <u>85</u>	N ^o . of Decks with flat laid <u>1</u>	N ^o . of Tiers of Beams <u>1</u>
Dimensions of Ship per Register, length, <u>184.3</u>	breadth, <u>30.15</u>	depth, <u>13.3</u>			

	Inches in Ship	Inches per Rule						
KEEL, depth and thickness	7 1/2 x 2 1/8	7 1/2 x 2 1/8	7 1/2 x 2 1/8	7 1/2 x 2 1/8	7 1/2 x 2 1/8	7 1/2 x 2 1/8	7 1/2 x 2 1/8	7 1/2 x 2 1/8
STEM, moulding and thickness	6 3/4 x 2 1/8	6 3/4 x 2 1/8	6 3/4 x 2 1/8	6 3/4 x 2 1/8	6 3/4 x 2 1/8	6 3/4 x 2 1/8	6 3/4 x 2 1/8	6 3/4 x 2 1/8
STERN-POST for Rudder do. do.	6 3/4 x 4 1/2	6 3/4 x 4 1/2	6 3/4 x 4 1/2	6 3/4 x 4 1/2	6 3/4 x 4 1/2	6 3/4 x 4 1/2	6 3/4 x 4 1/2	6 3/4 x 4 1/2
" " for Propeller	22 ins	22 ins						
Distance of Frames from moulding edge to moulding edge, all fore and aft	22 ins	22 ins						
FRAMES, Angle Iron, for 3/4 length amidships	3 1/2	3	3	3	3 1/2	3	3	3
Do. for 1/2 at each end	3	2 1/2	5	3	2 1/2	5	3	2 1/2
REVERSED FRAMES, Angle Iron	3	2 1/2	5	3	2 1/2	5	3	2 1/2
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	16	5 1/2	7	16	5 1/2	7	16	5 1/2
" thickness at the ends of vessel	8	8	8	8	8	8	8	8
" depth at 3/4 the half-bdth. as per Rule	32	32	32	32	32	32	32	32
" height extended at the Bilges	32	32	32	32	32	32	32	32
BEAMS, Upper, Spar, or Awning Deck	5 1/2	3	7	5 1/2	3	7	5 1/2	3
Single or double Angle Iron on Upper Edge	22 ins	22 ins						
Average space	5 1/2	3	7	5 1/2	3	7	5 1/2	3
BEAMS, Main, or Middle Deck	5 1/2	3	7	5 1/2	3	7	5 1/2	3
Single or double Angle Iron on Upper Edge	22 ins	22 ins						
Average space	5 1/2	3	7	5 1/2	3	7	5 1/2	3
BEAMS, Lower Deck—under R. Q. Sk.	8 1/2	8	8 1/2	8	8 1/2	8	8 1/2	8
Single or double Angle Iron on Upper Edge	4	3	7	4	3	7	4	3
Average space	10	10	10	10	10	10	10	10
BEAMS, Hold, or Orlop—Forecastle	6 1/2	6	6 1/2	6	6 1/2	6	6 1/2	6
Single or double Angle Iron on Upper Edge	2 1/2	2 1/2	5	2 1/2	2 1/2	5	2 1/2	2 1/2
Average space	9	9	8 1/4	9	9	8 1/4	9	9
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates	12	9	12	9	12	9	12	9
" Rider Plate	12	9	12	9	12	9	12	9
" Bull Plate to Intercoastal Keelson	4	3	6	4	3	6	4	3
" Angle Irons	4	3	6	4	3	6	4	3
" Double Angle Iron Side Keelson	4	3	6	4	3	6	4	3
" Side Intercoastal Plate	4	3	6	4	3	6	4	3
" do. Angle Irons	4	3	6	4	3	6	4	3
" Attached to outside plating with angle iron	4	3	6	4	3	6	4	3
BILGE Angle Irons	4	3	6	4	3	6	4	3
" do. Bull Iron	7 1/2	7	7 1/2	7	7 1/2	7	7 1/2	7
" do. Intercoastal plates riveted to plating for length	4	3	6	4	3	6	4	3
BILGE STRINGER Angle Irons	4	3	6	4	3	6	4	3
Intercoastal plates riveted to plating for length	4	3	6	4	3	6	4	3
SIDE STRINGER Angle Irons	4	3	6	4	3	6	4	3

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 or 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 or single riveted.

Butts of Main Sheerstrake, treble riveted for 1/2 length amidships.

Butts of Main Stringer Plate, treble riveted for 1/2 length amidships.

Breadth of laps of plating in double riveting 4 1/2 Breadth of laps of plating in single riveting 4

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Yes & don No. of Breasthooks, 4 Crutches, Deep floors

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.		N ^o .	Weight. Ex. Stock.	Test per Certificate	W'ght req'd per Rule.	Machine where Tested & Suprntd.
								Bower Anchors	Stream Anchor					
	Chain	105	1 1/4	42.125	2108		Wetherston	14842	13.5.2	15.10.1.7	13 1/2			
	Fore Sails,	105	1 1/4	28.125	17		Wetherston	14843	13.1.14	15.1.2.7	38 1/2			Wetherston
	Fore Top Sails,	668	13/16	17.8	60.19		D. G.	14890	11.3.18	13.17.2.0				signed by
	Fore Topmast Stay Sails,	120	2 3/4	17.85	75.8 1/2		Lewis	14890	11.3.18	13.17.2.0				D. G.
	Main Sails,	100	2 1/2	17.85	90.6 1/2		Lewis	14890	11.3.18	13.17.2.0				Lewis.
	Main Top Sails,	75	2 1/2	17.85	90.4		Lewis	14890	11.3.18	13.17.2.0				Lewis.
	Standing and Running Rigging	90	3	17.85	90.4		Lewis	14890	11.3.18	13.17.2.0				Lewis.

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

The Windlass is *Sumneron & Walker* Capstan *none* and Rudder *good* Pumps *good*

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

What arrangements for deadlights in bad weather? *Solid top with Bulks-eyes*

Coal Bunker Openings.—How constructed? *Wrought Iron* How are lids secured? *Hatches & Bars* Height above deck? *14 1/2 above Bridge Deck*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *In forward well 2 scuppers and in after well 2 scuppers and one water port.*

Cargo Hatchways.—How formed? *Plate and angle iron*

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.	Date	Order for Ordinary Survey No.	Date	No.	DATES of Surveys held while building as per Section 18.	1st.	2nd.	3rd.	4th.	5th.
1772	28th Augt 1882	4		24		On the several parts of the frame, when in place, and before the plating was wrought	On the plating during the process of riveting	When the beams were in and fastened, and before the decks were laid...	When the ship was complete, and before the plating was finally coated or cemented..	After the ship was launched and equipped
						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 1, 4, 9, 16, 18, 23, 29; June 12, 15, 19, 30; July 11, 24.				

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^o 11 to frame 43, 5.3 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 awning 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 ... £ 34: 2: 0 *1/8* 1883
Certificate ... 0: 0: 0
(to be sent as per margin).

Travelling Expenses, if any, £ ...
FRIDAY 13 AUGUST 1883 18

Committee's Minute *100 A.1*
Character assigned *100 A.1*
Surveyor to Lloyd's Register of British and Foreign Shipping.