

IRON SHIP.

No. *634* Survey held at *Dumbarton* Date, First Survey *20th June 1883* Last Survey *4th Dec^r 1883*
 On the *Sailing Ship "Macdiarmid"*

TONNAGE under Tonnage Deck *1497.87*
 Ditto of Third, Spar, or Awning Deck.
 Ditto of Poop, *64.00*
 Ditto of Houses on Deck *17.70*
 Ditto of Forecastle *42.80*
 Gross Tonnage *1622.47*
 Less Crew Space *62.55*
 Less Engine Room
 Register Tonnage as out on Beam *1559.86*

ONE, OR TWO DECKED, THREE DECKED VESSEL,
~~STATE OR AWNING DECKED VESSEL~~
 Half Breadth (moulded) *18.98*
 Depth from upper part of Keel to top of Upper Deck Beams *24.75*
 Breadth of Half Midship Frame (as per Rule) *38.58*
 1st Number *82.28*
 2nd Number *19994*
 Length *243*
 2nd Number *19994*
 Proportions— Breadths to Length *8.41*
 Depths to Length— Upper Deck to Keel *9.81*
 Main Deck ditto

Master *Constable*
 Built at *Dumbarton*
 When built *1883* Launched *16 Oct/83*
 By whom built *A. McMillan & Co.*
 Owners *A. McMillan & Co.*
 Residence *Dumbarton*
 Port belonging to *Glasgow*
 Destined Voyage *Sydney*
 If Surveyed while Building, Afloat, or in Dry Dock.
While Building & afloat.

LENGTH on deck as per Rule *243* Feet. **BREADTH** Moulded *37 11* Feet. **DEPTH** top of Floors to Upper Deck Beams *22 8 1/2* Feet. **Power of Engines** *10* Horse. **Nº. of Decks with flat laid** *2* **Nº. of Tiers of Beams** *2*

Dimensions of Ship per Register, length, *255.3* breadth, *38.2* depth, *22.55* moulded depth *24.5*

	Inches in Ship	Inches per Rule	Inches in Ship	Inches per Rule	Inches in Ship	Inches per Rule	Inches in Ship	Inches per Rule
KEEL , depth and thickness	<i>9 1/2 x 2 1/2</i>	<i>9 1/2 x 2 1/2</i>						
STEM , moulding and thickness	<i>9 x 2 1/2</i>	<i>9 x 2 1/2</i>						
STERN-POST for Rudder do. do.	<i>9 x 2 1/2</i>	<i>9 x 2 1/2</i>						
" " for Propeller	<i>24 ins</i>	<i>24 ins</i>						
Distance of Frames from moulding edge to moulding edge, all fore and aft	<i>24 ins</i>	<i>24 ins</i>						
FRAMES , Angle Iron, for 1/2 length amidships	<i>5 3 1/2 8</i>	<i>5 3 1/2 8</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>						
REVERSED FRAMES , Angle Iron	<i>3 1/2 3 1/2 8</i>	<i>3 1/2 3 1/2 8</i>						
FLOORS , depth and thickness of Floor Plate at mid line for half length amidships	<i>24 1/2</i>	<i>24 1/2</i>	<i>10</i>	<i>24 1/2</i>	<i>10</i>			
" thickness at the ends of vessel	<i>12 1/2 ins</i>	<i>12 1/2</i>	<i>8</i>					
" depth at 3/4 the half-bdth. as per Rule	<i>49 ins</i>	<i>49</i>						
" height extended at the Bilges	<i>49 ins</i>	<i>49</i>						
BEAMS , Upper, Spar or Awning Deck Single or double Angle Iron, Plate or Tee Bulb Iron	<i>3 1/2 3 7</i>	<i>3 1/2 3 7</i>	<i>48 ins</i>	<i>48 ins</i>				
Average space	<i>48 ins</i>	<i>48 ins</i>						
BEAMS , Main, or Middle Deck Single or double Angle Iron, Plate or Tee Bulb Iron	<i>6 4 8</i>	<i>6 4 8</i>	<i>48 ins</i>	<i>48 ins</i>				
Average space	<i>48 ins</i>	<i>48 ins</i>						
BEAMS , Lower Deck— Single or double Angle Iron, Plate or Tee Bulb Iron	<i>3 1/2 3 7</i>	<i>3 1/2 3 7</i>	<i>48 ins</i>	<i>48 ins</i>				
Average space	<i>48 ins</i>	<i>48 ins</i>						
BEAMS , Forecastle Single or double Angle Iron, Plate or Tee Bulb Iron	<i>3 3 6</i>	<i>3 3 6</i>	<i>48 ins</i>	<i>48 ins</i>				
Average space	<i>48 ins</i>	<i>48 ins</i>						
KEELSONS Centre line, single or double plate, long or intercostal Plates	<i>18</i>	<i>18</i>	<i>13</i>	<i>18</i>	<i>13</i>			
" Rider Plate	<i>12</i>	<i>12</i>	<i>13</i>	<i>12</i>	<i>13</i>			
" Bulb Plate to Intercostal Keelson	<i>5 1/2 4 9</i>	<i>5 1/2 4 9</i>						
" Angle Irons	<i>5 1/2 4 9</i>	<i>5 1/2 4 9</i>						
" Double Angle Iron Side Keelson	<i>5 1/2 4 9</i>	<i>5 1/2 4 9</i>						
" Side Intercostal Plate	<i>5 1/2 4 9</i>	<i>5 1/2 4 9</i>						
" do. Angle Irons	<i>5 1/2 4 9</i>	<i>5 1/2 4 9</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>						
BILGE Angle Irons	<i>5 1/2 4 9</i>	<i>5 1/2 4 9</i>						
" do. Bulb Iron	<i>5 1/2 4 9</i>	<i>5 1/2 4 9</i>						
" do. Intercostal plates riveted to plating for length	<i>5 1/2 4 9</i>	<i>5 1/2 4 9</i>						
BILGE STRINGER Angle Irons	<i>5 1/2 4 9</i>	<i>5 1/2 4 9</i>						
" Intercostal plates riveted to plating for length	<i>5 1/2 4 9</i>	<i>5 1/2 4 9</i>						
SIDE STRINGER Angle Irons	<i>5 1/2 4 9</i>	<i>5 1/2 4 9</i>						

The **FRAMES** extend in one length from *middle line* to *gunwale* Riveted through plates with *7/8* in. Rivets, about *7* apart.

The **REVERSED ANGLE IRONS** on floors and frames extend *from middle line to upper deck* and *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 *1/8* 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 *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 *4* 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 *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 *5 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 *1/2* length amidships. Butts of Upper or Spar Sheerstrake, treble riveted *length amidships.*

" Butts of Main Stringer Plate, treble riveted for *1/2* length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for *length.*

" Breadth of laps of plating in double riveting *5 1/4* Breadth of laps of plating in single riveting

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? *Double* No. of Breasthooks, *6* Crutches, *5*

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c. *Parkhead "Maidland"*

Manufacturer's name or trade mark, *West-Stockton "Coats & Mossend"*

The above is a correct description.

Builder's Signature, *A. McMillan & Co.* Surveyor's Signature, *C. D. Hall*

Surveyor to Lloyd's Register of British and Foreign Shipping

Workmanship. Are the butts of plating planed or otherwise fitted? *Planed* 6347 *pl.*
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 *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 *Have been built in accordance with the tracing herewith attached.*
The Iron used is Glydesdale B.B. and it was tested in accordance with the Rules and found satisfactory.

NUMBER for EQUIPMENT 21327		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.
SAILS.												
CABLES, &c.		135	178	63.25	2.70	2.0. <i>W. J. & Co.</i>	Bower Anchors	7651	35.0.0	52.7.2.0	34	<i>W. J. & Co.</i>
Chain		135	178	63.25	2.70	<i>W. J. & Co.</i>						
Fore Sails,		22	3700	370.3	178	<i>W. J. & Co.</i>		7649	34.0.22	31.16.0.0	97	<i>W. J. & Co.</i>
Fore Top Sails,		75	6543	101.7	178	<i>W. J. & Co.</i>		7650	29.1.18	28.4.0.0		<i>W. J. & Co.</i>
Fore Topmast Stay Sails,		75	3 1/2	8.1	90-11	<i>W. J. & Co.</i>		7652	11.0.11	13.0.0.0	10 1/4	<i>W. J. & Co.</i>
Main Sails,		90	10		90-10	<i>W. J. & Co.</i>	Stream Anchor	7653	5.2.0	7.16.1.0	5 1/2	<i>W. J. & Co.</i>
Main Top Sails,		90	6		90-6	<i>W. J. & Co.</i>	Kedge	7654	2.2.2	5.3.3.0	2 1/2	<i>W. J. & Co.</i>
and spare		90	4 1/2			<i>W. J. & Co.</i>	2nd Kedge		2.1.8			<i>W. J. & Co.</i>
quality		90	3 1/2			<i>W. J. & Co.</i>						<i>W. J. & Co.</i>

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

The Windlass is *40 J. M. Quies* Capstan *good* and Rudder *good* Pumps *good*

Engine Room Skylights.—How constructed? *How secured in ordinary weather?*

What arrangements for deadlights in bad weather?

Openings.—How constructed? *How are lids secured?* *Height above deck?*

What arrangements for clearing upper deck of water, in case of shipping a sea? *4 Scuppers, 5 double water*

2 moving pipes

s.—How formed? *Plates & angles.*

Match *15" 9" x 12 ft* Forehatch *8 ft x 6 ft* Quarterhatch *8 ft x 6 ft*

size, state how framed and secured? *not of an extraordinary size*

shifting beams? *one shifting Beam*

efficient? *3" solid*

Order for Ordinary Survey No. <i>251</i> in builder's yard.	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: 1883:— June 20, 22, 24, 26, 28, 30, 31; Aug 2, 4, 10, 15, 17, 22, 24; Sep: 3, 7, 11, 14, 18, 25, 28; Oct: 2, 5, 10, 16, 23; Nov: 7, 9, 14, 16, 20, 23, 28; Dec: 4</i>
		2nd.	On the plating during the process of riveting	
		3rd.	When the beams were in and fastened, and before the decks were laid...	
		4th.	When the ship was complete, and before the plating was finally coated or cemented..	
		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 drawing (3 in number) herewith enclosed.*
And she is a sister vessel to the "Solankhe", Glasgow Report No. 6261.

The fore peak was filled with water, to test bulkhead, and was found satisfactory.

Poop 28 feet long. Forecastle 28 feet long with 4 ft of wings
House amidships 28 1/2 ft x 12 1/2 ft.

State if one, two, or three decked vessel, or if spar, or awning decked; and the lengths of poop, bridge, forecabin, 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 **100A.1.*

The amount of the Entry Fee ... £ *4* : 0 : 0 is received by me, *J. J. Dodd*

Special ... £ *64* : 0 : 0 *1/12/1883*

Certificate ... 0 : 0 : 0

(to be sent as per margin).

(Travelling Expenses, if any, £ ...).

Committee's Minute *FRIDAY 7 DEC 1883 18*

Character assigned *M 100A.1*

17/12/83

Lloyd's Register