

IRON SHIP

No. 648 Survey held at Dumbarton Date, First Survey 30th Oct/83 Last Survey 26 Mar. 1884 (Received at London Office FRIDAY 23 MARCH 1884)

On the Iron Barque "Aberfeldy" 3 masts Master J. D. B. Le Conte

TONNAGE under Tonnage Deck 1216.86

Ditto of Third, Spar, or Running Deck

Ditto of Poop, or Raised Or. Dk. 74.68

Ditto of Houses on Deck 13.76

Ditto of Forecastle 34.30

Gross Tonnage 1339.60

Less Crew Space 49.04

Less Engine Room 1290.56

Register Tonnage as cut on Beam

ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING DECKED VESSEL.

Half Breadth (moulded) 17.87

Depth from upper part of Keel to top of Upper Deck Beams 23.20

Girth of Half Midship Frame (as per Rule) 36.00

1st Number 77.07

1st Number, for 2 Decked Vessel, deduct 7 feet

Length 224.58

2nd Number 17308

Proportions— Breadths to Length 6.29

Depths to Length— Upper Deck to Keel 9.69

Main Deck ditto

Built at Dumbarton

When built 1883-84 Launched 29 Feb/84

By whom built A. McMillan & Son

Owners Gavin Cowper & Co

Residence 93 Hope Street Glasgow

Port belonging to Glasgow

Destined Voyage Lydney

If Surveyed while Building, Afloat, or in Dry Dock.

While Building & afloat

LENGTH on deck as per Rule 224 7 BREADTH— Moulded 36 DEPTH top of Floors to Upper Deck Beams 21 22 Power of Engines Horse. No. of Decks with flat laid No. of Tiers of Beams 2

Dimensions of Ship per Register, length, 239.5 breadth, 36 depth, 20.95 moulded depth 22-8 1/2

KEEL, depth and thickness 9 x 2 1/2

STEM, moulding and thickness 8 1/2 x 2 1/2

STERN-POST for Rudder do. do. 8 1/2 x 2 1/2

" " for Propeller 24 ins

Distance of Frames from moulding edge to moulding edge, all fore and aft 24 ins

FRAMES, Angle Iron, for 1/2 length amidships 5 3 8

Do. for 1/2 at each end 3 1/2 3 8

REVERSED FRAMES, Angle Iron 24 9 24 9

FLOORS, depth and thickness of Floor Plate at mid line for half length amidships 12

" thickness at the ends of vessel 48

" depth at 1/2 the half-bath. as per Rule 6 1/2 3 8

" height extended at the Bilges 48

BEAMS, Upper, Spar, or Awning Deck Single or double Angle Iron, Plate or Tee Bulb Iron 48 ins

Average space 48 ins

BEAMS, Main, or Middle Deck Single or double Angle Iron, Plate or Tee Bulb Iron 8 1/2 3 8

Average space 48 ins

BEAMS, Lower Deck Single or double Angle Iron, Plate or Tee Bulb Iron 8 1/2 3 8

Average space 48 ins

BEAMS, Hold, or Orlop Forecastle Single or double Angle Iron, Plate or Tee Bulb Iron 3 2 1/4 5

Average space 17 1/2

KEELSONS Centre line, single or double plate, box, or intercostal, Plates 11

" Rider Plate 5 4 9

" Bulb Plate to Intercostal Keelson 5 4 9

" Angle Irons 5 4 9

" Double Angle Iron Side Keelson 5 4 9

" Side Intercostal Plate 5 4 9

" do. Angle Irons 5 4 9

" Attached to outside plating with angle iron 5 4 9

BILGE Angle Irons 5 4 9

" do. Bulb Iron 5 4 9

" do. Intercostal plates riveted to plating for length 5 4 9

BILGE STRINGER Angle Irons 5 4 9

Intercostal plates riveted to plating for length

SIDE STRINGER Angle Irons

The FRAMES extend in one length from Middle line to gunwale

The REVERSED ANGLE IRONS on floors and frames extend from middle line to gunwale and to 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 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 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? Yes No. of Breasthooks, 5 Crutches, 4

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Bolton Vaughan & Co

Manufacturer's name or trade mark, Sherman Long & Co, Barnfield, Morse, Stockton M. & Co, Conte

The above is a correct description.

Builder's Signature, C. M. Young Surveyor's Signature, J. D. B. Le Conte Surveyor to Lloyd's Register of British and Foreign Shipping.

State clearly where plating is of alternate thicknesses—as distinguished from diminished thickness at ends of vessel.

* If Iron Deck, state if whole or part, and if wood deck is laid thereon.

(Form No. 1 for Iron Ships—1000—16/11/82.)

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

Planed

16481 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?

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 *Steel* in *good* condition, and sufficient in size and length. If of Iron or Steel give 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 and if stamped with Maker's name.

State also Length and Diameter of Lower Masts and Bowsprit

These are constructed in accordance with the approved tracing attached herewith, see Secy's letter of the 24th Nov: 1883. The steel used was manufactured by the Steel Co. of Scotland, and the Mossend Steel Works, and it was tested by the Surveyors to this Society at the Works.

NUMBER for EQUIPMENT 18462		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.												
N ^o .	CABLES, &c.											
	Chain	135 1/2	1 1/2	82.75	270	Heberton	Bower Anchors	6972	32-0-12	30-4-1-14	32	
	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	135	1 1/2	59.125	270	Heberton	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)		32-2-2-1			
	Iron Stream Chain	42	12 1/4	122.50	75-1	by		6977	31-3-24	30-2-2-0	Total	Heberton
	or Steel Wire ..	75	1	18.27	75-1	S. G.			8-1-28		9 1/4	by
	or Hempen Strm Cable	42	13 23/4		90-11	Lewis		6991	27-3-16	27-2-2-0		
	Towline, Hemp.	90	11		132 1/2				8-1-26			
	or Steel Wire ..	90	9 1/2		90-9 1/2			6868	10-2-8	12-10-3-21	10 1/2	S. G.
	Hawser	90	6 1/2		90-6				1-3-24			Lewis
	Warp	90	4 1/2				Stream Anchor	6890	8-3-16	7-18-1-21	5 1/4	
	quality	90	4				Kedge ...					
		90	1 1/4				2nd Kedge ...	6899	1-2-10	5-2-2-0	2 1/2	

Order for Special Survey No. 1908

Date 18th Oct 7/83

Order for Ordinary Survey No. 1908

Date 18th Oct 7/83

No. 255 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
- 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

Special Surveyed: - 1883: - Oct 30; Nov. 9, 14, 20, 23, 28; Dec. 4, 7, 11, 14, 18, 21, 28; 1884: Jan. 8, 11, 16, 18, 22, 25, 30; Feb. 6, 8, 13, 21, 26, 29; Mar. 4, 7, 12, 14, 20 & 26.

State dates of letters respecting this case 2 Oct; 24 Nov & 1 Dec. 1883

General Remarks (State quality of workmanship, &c.) *The workmanship is good, and the vessel has been built in accordance with the approved tracings (3 in number) and with the instructions contained in the letters above referred to, and otherwise in accordance with the Rules.*

This is a sister vessel to the "Giuseppina Bertolla" Glasgow Report No. 6171.

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

Forecastle 20 ft., front Iron 6/8, Coaming plate 19 x 6/8. efft. stiffened; side houses or wings 4 ft. long. Poop 32 ft. (including wings) - Iron front 6/8, Coaming plate 19 x 6/8, efft. stiffened with angles. House Iron 6/8, Coaming plates 19 x 6/8, efft. stiff. 24 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 **100A1*

The amount of the Entry Fee£ 4: 0: 0 is received by me, *[Signature]*

Special£ 54: 5: 6 24/3/ 1884

(to be sent as per margin), Certificate ... 0: 0: 0

(Travelling Expenses, if any, £).

Committee's Minute *FRIDAY 22 MARCH 1884 18*

Character assigned *[Signature]*

[Signature]

[Signature]

[Signature]

[Signature]