

# IRON SHIP.

Reg'd. 5th. M. 7. Y. 1884

No. 6510 Survey held at Glasgow

Date, First Survey 22<sup>nd</sup> March 1883 Last Survey 7<sup>th</sup> May 18

18

On the Iron Screw Steamer "Vancouver"

Master H. Don Macleod

**TONNAGE** under Tonnage Deck 2504.83  
 Ditto of Third Deck 209.51  
 Ditto of Houses on Deck 248.44  
 Ditto of Forecastle 40.85  
 Gross Tonnage 5217.13  
 Less Crew Space 159.03  
 Less Engine Room 1669.48  
 Register Tonnage as out on Beam 3388.62

**ONE OR TWO DECKED THREE DECKED VESSEL**  
 Half Breadth (moulded) 22.45  
 Depth from upper part of Keel to top of Upper Deck Beams 36.16  
 Girth of Half Midship Frame (as per Rule) 53.33  
 1st Number, if a 3-Decked Vessel deduct 7 feet 7  
 Length 104.94  
 2nd Number 44914  
 Proportions— Breadths to Length 9.53  
 Depths to Length— Upper Deck to Keel 11.83  
 Main Deck ditto 15.06

Built at Whiteinch Glasgow  
 When built 1883—84 Launched 13<sup>th</sup> March 1884  
 By whom built C. Connell & Co.  
 Owners Mississippi & Dominion Steamship Co.  
 Residence Liverpool  
 Port belonging to Liverpool  
 Destined Voyage India and Montreal  
 If Surveyed while Building, Afloat, or in Dry Dock.  
 Built under Special Survey.

Official Number

LENGTH on deck as per Rule	Feet. Inches.	BREADTH— Moulded	Feet. Inches.	DEPTH top of Floors to Upper Deck Beams	Feet. Inches.	Power of Engines	Horse.	No. of Decks with flat laid	No. of Tiers of Beams
428 0	428 0	44 11	44 11	33 8	33 8			4	4
Dimensions of Ship per Register, length, 430.6 breadth, 45.0 depth, 33.6									
Moulded depth 35' 2"									
<b>KEEL</b> , depth and thickness	Inches in Ship	Inches per Rule							
<b>STEM</b> , moulding and thickness									
<b>STERN-POST</b> for Rudder do. do.									
" for Propeller									
Distance of Frames from moulding edge to moulding edge, all fore and aft									
<b>FRAMES</b> , Angle Iron, for 2/3 length amidships	Inches in Ship	Inches per Rule	16ths. In ship	Inches in Ship	Inches per Rule	16ths. In ship			
Do. for 1/2 at each end									
<b>REVERSED FRAMES</b> , Angle Iron									
<b>FLOORS</b> , depth and thickness of Floor Plate at mid line for half length amidships									
" thickness at the ends of vessel									
" depth at 2/3 the half-bdth. as per Rule									
" height extended at the Bilges									
<b>BEAMS</b> , Upper, <del>Upper Deck</del> Deck									
Single or double Angle Iron on Upper edge									
Average space									
<b>BEAMS</b> , Main, <del>Middle Deck</del> Deck									
Single or double Angle Iron, on Upper Edge									
Average space									
<b>BEAMS</b> , Lower Deck									
Single or double Angle Iron on Upper Edge									
Average space									
<b>BEAMS</b> , <del>Orlop</del> Orlop									
Single or double Angle Iron on Upper Edge									
Average space									
<b>KEELSONS</b> Centre line, single <del>or double</del> plate,									
" Intercoastal, Plates									
" Rider Plate									
" Bulb Plate to Intercoastal Keelson									
" Angle Irons									
" Double Angle Iron Side Keelson									
" Side Intercoastal Plate									
" do. Angle Iron									
" Attached to outside plating with angle iron									
<b>BILGE</b> Angle Irons									
" do. Intercoastal plates riveted to plating for 2/3 length									
<b>BILGE STRINGER</b> Angle Irons									
Intercoastal plates riveted to plating for 2/3 length									

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

The **FRAMES** extend in one length from Middle line to Foremast  
 The **REVERSED ANGLE IRONS** on floors and frames extend from middle line to upper deck and to main deck 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 1/4 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 1 in. diameter, averaging 4 ins. from centre to centre.  
 " Butts from Keel to turn of Bilge, worked carvel, ~~double~~ riveted; with rivets 1 in. diameter averaging 4 ins. from centre to centre.  
 " Butts of all Strakes ~~for~~ length, treble riveted with Butt Straps 2/16 thicker than the plates they connect.  
 " Edges from Bilge to Main Sheerstrake, worked clencher, double ~~single~~ riveted; with rivets 1 in. diameter, averaging 4 ins. from cr. to cr.  
 " Butts from Bilge to Main Sheerstrake, worked carvel, ~~double~~ riveted; with rivets 1 in. diameter, averaging 4 ins. from cr. to cr.  
 " Edge of Main Sheerstrake, double ~~single~~ riveted.  
 " Butts of Main Sheerstrake, treble riveted for 2/3 length amidships.  
 " Butts of Main Stringer Plate, treble riveted for 2/3 length amidships.  
 " Breadth of laps of plating in double riveting 6  
 Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? *Double & Single* No. of Breasthooks, 6 Crutches, 4  
 What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *Best*  
 Manufacturer's name or trade mark, *Thomas & Co. Ltd. Glasgow*  
 The above is a correct description.  
 Builder's Signature, *The Trustees of the late C. Connell* Surveyor's Signature, *C. G. Taylor*  
 Surveyor to Lloyd's Register of British and Foreign Shipping.

100-245781

65149-0134

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

Planned 6510920

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 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 *The spars are in accordance with approved description attached hereto. Consalt brand.*

NUMBER for EQUIPMENT	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.						
								N <sup>o</sup> .	Weight. Ex. Stock.	Test per Certificate	W'ght req'd per Rule.	Machine where Tested & Suprntd.		
	Chain		150-1 1/2	2 5/8	34-15-0-0 96-5-0-0	300-2 5/8	17 <sup>th</sup> Jan 7/84	Bower Anchors	1	47-0-8	40-11-2-7	46-2-0	31 <sup>st</sup> Jan 7/84	
	Fore Sails,	Iron Stream Chain	149-4 1/2	2 5/8	31- - - -	250-2 5/8	17 <sup>th</sup> Jan 7/84		1	46-2-16	40-6-3-14	46-2-0	29 <sup>th</sup> Jan 7/84	
	Fore Top Sails,	or Steel Wire	90	1 5/8	46-10-0-0 34-0-0-0	90-1 5/8	17 <sup>th</sup> Jan 7/84		1	44-2-26	39-1-3-14	46-2-0	31 <sup>st</sup> Jan 7/84	
	Fore Topmast Stay Sails,	or Hempen Strm Cable	All tested at <i>Woburn</i> by <i>D.G. Lewis</i> .								42-3-14			
	Main Sails,	Towline, Hemp.	120	15"		120-15"			7	<del>39-1-3-14</del>	37-15-2-14	39-2-0	- - -	
	Main Top Sails,	or Steel Wire	90	12"		90-12"		Stream Anchor	1	17-0-4	18-6-3-14	16-3-0	29 <sup>th</sup> Jan 7/84	
		Hawser	90	12"		90-12"		Kedge	1	8-0-24	10-7-2-0	8-2-0	26 <sup>th</sup> Dec 7/83	
		Warp	90	12"		90-10"		2nd Kedge	1	4-0-8	6-10-0-0	4-0-0	- - -	
		quality	90	8" & 8 1/2										

Reference should be made to any correspondence connected with the case. The Complete Set and Spars for Stream, &c.

Standing and Running Rigging *Wire & Strap* sufficient in size and *good* in quality. She has *6 Life Long* Boats and *2* others

The Windlass is *Emerson* *Walker* *Devi's* Capstan *good* and Rudder *good* Pumps *as approved.*

Engine Room Skylights.—How constructed? *Iron on Iron casing* How secured in ordinary weather? *Bolts*

What arrangements for deadlights in bad weather? *Iron plating over thick glass.*

Coal Bunker Openings.—How constructed? *8 Ports through each side* *None are lids secured?* *Weight above deck?*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *3 mousing pipes, 2 Scuppers, and 2 fanways forward on each side; 3 mousing pipes, 3 Scuppers, and 2 fanways aft on each side.*

Cargo Hatchways.—How formed? *Iron casing.*

State size *Main Hatch* *Fore hatch* *Quarter hatch*

If of extraordinary size, state how framed and secured? *None do.*

What arrangement for shifting beams? *Shifting beams in Nos 2 and 4 hatches.*

Hatches, If strong and efficient? *Yes.*

Order for Special Survey No.	Date	1st.	2nd.	3rd.	4th.	5th.
1830	26 <sup>th</sup> Feb 83	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
		1883. March 22. Apr. 2. 6. 12. 16. 28. 30. May 7. 10. 15. 17. 21. 23.	28. 31. June 1. 5. 11. 20. 28. 28. July 4. 5. 11. 24. 26. 30. Aug. 2. 7. 14.	21. 24. 29. 31. Sep. 7. 14. 17. 19. 27. Oct. 1. 4. 11. 13. 18. 23. 30.	Nov. 5. 8. 15. 16. 20. 23. 30. Dec. 6. 10. 11. 13. 14. 17. 19. 24. 27.	1884. Jan. 7. 10. 14. 17. 22. 28. Feb. 4. 5. 11. 14. 18. 21. 25. 28. Mar. 5. 6. 12. 19. Apr. 2. 3. 15. 19. 25.

**General Remarks** (State quality of workmanship, &c.) *The workmanship is good and the vessel has been constructed in accordance with the approved sketches of midship section, strengthening in way of 2 & 3 space, pumping arrangement, framing of bridge-house, and arrangement of watertight bulkheads, also with the instructions contained in the Secretary's letters dated 16 February, 22 Feb<sup>r</sup>, 20<sup>th</sup> Apr, 21<sup>st</sup> Sep<sup>r</sup> and 16<sup>th</sup> Nov<sup>r</sup> 1883. The approved description of masts and yards is enclosed herewith. The fore and after peaks have been tested by water as required and found satisfactory. This is a sister vessel to the "City of Chicago" (Glasgow Deposits 6236,) but some of the scantlings are increased, in accordance with the requirements of the later rules.*

Length over all forward 66' 0". Bridge deck 188' 0", alley way on each side under bridge 4' 8" wide, partly closed at fore end by wood sill 20" deep, & has doors above 3' 4" high. Length over all aft 42' 0"

State if *one, two, or three* decked vessel, or if *open, or awning* decked; and the lengths of poop, bridge, fore-castle, 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 *\*100 A.1.*

The amount of the Entry Fee ... £ 5 : - : - is received by me, *C.F.*  
Special ... £ 151 : 9 : - *2/5 1884*  
Certificate ... : :  
(to be sent as per margin).

Surveyor to Lloyd's Register of British and Foreign Shipping.

*The Machinery Report will be forwarded to Lloyd's Register Foundation*

Committee's Minute *TUESDAY 6 MAY 1884 18*

Character assigned *100 A.1*

The Surveyors are requested not to write on or below the space for Committee's Minute.