

IRON SHIP.

No. 6510

Survey held at

Glasgow

Date, First Survey 22nd March 1883

Last Survey

18

On the

Iron Screw Steamer

"Vancouver."

44 Ton Gross

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,
SINGLE OR DOUBLE 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 428.0
2nd Number 449.14
Proportions— Breadths to Length 9.53
Depths to Length—Upper Deck to Keel 11.83
Main Deck ditto 15.06

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

LENGTH	Feet.	Inches.	BREADTH—	Feet.	Inches.	DEPTH	Feet.	Inches.	Power of	Horse.	N ^o . of Decks with flat laid	N ^o . of Tiers of Beams
on deck as per Rule	428	0	Moulded	44	11	top of Floors to Upper Deck Beams	33	8	Engines	...	44	4
Do. do. Main Deck Beams	25	11					25	11				
Dimensions of Ship per Register, length, 430.6 breadth, 45.0 depth, 33.6												
Moulded depth 35' 2"												
KEEL , depth and thickness	12	3 1/4	Inches in Ship.	12	3 1/4	Inches per Rule.	12	3 1/4				
STEM , moulding and thickness	12	3 1/4		12	3 1/4		12	3 1/4				
STERN-POST for Rudder do. do.	12	3 1/4		12	3 1/4		12	3 1/4				
" for Propeller	12	3 1/4		12	3 1/4		12	3 1/4				
Distance of Frames from moulding edge to moulding edge, all fore and aft	24			24			24					
FRAMES , Angle Iron, for 1/2 length amidships	4 1/2	3 1/2	Inches in Ship.	4 1/2	3 1/2	Inches per Rule.	4 1/2	3 1/2				
Do. for 1/4 at each end	4 1/2	3 1/2		4 1/2	3 1/2		4 1/2	3 1/2				
REVERSED FRAMES , Angle Iron	4 1/2	3 1/2		4 1/2	3 1/2		4 1/2	3 1/2				
FLOORS , depth and thickness of Floor Plate at mid line for half length amidships	30	10		30	10		30	10				
" thickness at the ends of vessel	15	8		15	8		15	8				
" depth at 1/2 the half-bdth. as per Rule	15	8		15	8		15	8				
" height extended at the Bilges	15	8		15	8		15	8				
BEAMS , Upper, Single or Double Angle Iron on Upper edge	9 1/2	9		9 1/2	9		9 1/2	9				
Single or Double Angle Iron on Upper edge	3 1/2	3 1/2		3 1/2	3 1/2		3 1/2	3 1/2				
Average space	48			48			48					
BEAMS , Main, Single or Double Angle Iron on Upper edge	10 1/2	10		10 1/2	10		10 1/2	10				
Single or Double Angle Iron on Upper edge	3 1/2	3 1/2		3 1/2	3 1/2		3 1/2	3 1/2				
Average space	48			48			48					
BEAMS , Lower Deck— Single or Double Angle Iron on Upper edge	11	10		11	10		11	10				
Single or Double Angle Iron on Upper edge	3 1/2	3 1/2		3 1/2	3 1/2		3 1/2	3 1/2				
Average space	48			48			48					
BEAMS , Single or Double Angle Iron on Upper edge	11	10		11	10		11	10				
Single or Double Angle Iron on Upper edge	3 1/2	3 1/2		3 1/2	3 1/2		3 1/2	3 1/2				
Average space	48			48			48					
KEELSONS Centre line, single Intercoastal, Plates	21	14		21	14		21	14				
Intercoastal, Plates	14	9 1/4		14	9 1/4		14	9 1/4				
" Rider Plate Intercoastal, Plates	12	10		12	10		12	10				
" Bull Plate Intercoastal, Plates	6 1/2	4 1/2		6 1/2	4 1/2		6 1/2	4 1/2				
" Angle Irons	6 1/2	4 1/2		6 1/2	4 1/2		6 1/2	4 1/2				
" Double Angle Iron Side Keelson Intercoastal, Plates	20	14		20	14		20	14				
" Side Intercoastal Plate	6 1/2	4 1/2		6 1/2	4 1/2		6 1/2	4 1/2				
" do. Angle Iron	6 1/2	4 1/2		6 1/2	4 1/2		6 1/2	4 1/2				
" Attached to outside plating with angle iron	4 1/2	3 1/2		4 1/2	3 1/2		4 1/2	3 1/2				
BILGE Angle Irons	6 1/2	4 1/2		6 1/2	4 1/2		6 1/2	4 1/2				
" do. Intercoastal plates riveted to plating for 3/5 length	19	14		19	14		19	14				
" do. Intercoastal plates riveted to plating for 3/5 length	6 1/2	4 1/2		6 1/2	4 1/2		6 1/2	4 1/2				
BILGE STRINGER Angle Irons	6 1/2	4 1/2		6 1/2	4 1/2		6 1/2	4 1/2				
Intercoastal plates riveted to plating for 3/5 length	9			9			9					

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
The **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 1/4 in. diameter, averaging 5 1/2 ins. from centre to centre.
" Edges of Garboards and to upper part of Bilge, worked clench, 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 except double plates for 2/3 length, treble riveted with Butt Straps 2/3 thicker than the plates they connect.
" Edges from Bilge to Main Sheerstrake, worked clench, 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.
" Edges of Main Sheerstrake, double single riveted.
" Butts of Main Sheerstrake, treble riveted for 2/3 length amidships. Butts of Upper or Spar Sheerstrake, treble riveted 2/3 length amidships.
" Butts of Main Stringer Plate, treble riveted for 2/3 length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for 2/3 length.
" Breadth of laps of plating in double riveting 6 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 4 deep floors
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Best
Manufacturer's name or trade mark, James Dalglish Portland Cement Co. Glasgow
The above is a correct description.
Builder's Signature, The Trustees of the late C. Connell Surveyor's Signature, C. J. Lindall
Surveyor to Lloyd's Register of British and Foreign Shipping.

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

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?

Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other?

Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces?

Do any rivets break into or through the seams or butts of the plating?

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		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.												
CABLES, &c.												
Chain		150-1 1/2	2 5/8	134-15-0-0 96-5-0-0	300-2 5/8	17 1/2 in 7/8 in	Bower Anchors	1	47-0-8	40-11-2-7	46-2-0	31 1/2 in 7/8 in
Fore Sails,		149-4 1/2	2 5/8	11-0-0	1	23 1/2 in 7/8 in		1	46-2-16	40-6-3-14	46-2-0	29 1/2 in 7/8 in
Fore Top Sails,		90	1 5/8	46-10-0-0 34-0-0-0	90-1 5/8	15 1/2 in 7/8 in		1	44-2-26	39-1-3-14	46-2-0	31 1/2 in 7/8 in
Fore Topmast Stay Sails,								1	42-3-14	37-15-2-14	39-2-0	—
Towline, Hemp.		120	15"		120-15"			1	17-0-4	18-6-3-14	16-3-0	29 1/2 in 7/8 in
Main Sails,		90	12"		90-12"		Stream Anchor	1	8-0-24	10-7-2-0	8-2-0	26 1/2 in 7/8 in
Main Top Sails,		90	12"		90-10"		Kedge	1	4-0-8	6-10-0-0	4-0-0	—
Hawser		90	8" & 8 1/2 in				2nd Kedge	1				—
Warp		90	8" & 8 1/2 in									
quality												

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* *Water* *Capstan* *good* and Rudder *good* Pumps *as approved.*

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

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

Coal Bunker Openings. How constructed? *8 Ports through each side* *How 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* *funways forward on each side; 3 mousing pipes, 3 Scuppers, and 2 funways aft on each side.*

Cargo Hatchways. How formed? *Iron casings.*

State size *Main Hatch* *25*

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. <i>1830</i>	1st. On the several parts of the frame, when in place, and before the plating was wrought	1883. March 22. Apr. 2. 6. 12. 16. 28. 30. May 7. 10. 15. 17. 21. 23.
Date <i>26 Feb 83</i>	2nd. On the plating during the process of riveting	28. 31. June 1. 5. 11. 20. 28. 28. July 4. 5. 11. 24. 26. 30. Aug. 2. 7. 14.
<i>On Line Survey</i>	3rd. When the beams were in and fastened, and before the decks were laid...	21. 24. 29. 31. Sep. 7. 14. 17. 19. 27. Oct. 1. 4. 11. 13. 18. 23. 30.
<i>Don</i>	4th. When the ship was complete, and before the plating was finally coated or cemented.	Nov. 5. 8. 15. 16. 20. 23. 30. Dec. 6. 10. 11. 13. 14. 17. 19. 24. 27.
No. <i>137</i> in builder's yard.	5th. After the ship was launched and equipped	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 & 12 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., 20 Apr., 21 Sep. and 16 Nov. 1883. The approved description of masts and yards is included 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 span, or running deck*; 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.)

(Travelling Expenses, if any, £ ...)

Committee's Minute

Character assigned

TUESDAY 6 MAY 1884

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

The Machinery Report will be forwarded as by Lloyd's Register Foundation