

STEEL IRON SHIP.

No. 6634 Survey held at Glasgow Date, First Survey 14th November 1883 Last Survey 2 September 1884
 On the St. Peter Steamer "Atlantis" (Schooner rig.)

TONNAGE under Tonnage Deck } <u>1291.71</u> Ditto of Third, Spar, or Awning Deck } <u>22.72</u> Ditto of Poop, or Raised Orlop } <u>95.04</u> Ditto of Houses on Deck } <u>42.84</u> Ditto of Forecastle } <u>23.41</u> Gross Tonnage } <u>1475.72</u> Less Crew Space } <u>53.75</u> Less Engine Room } <u>1421.97</u> Register Tonnage as out on Beam } <u>1472.23</u> as out on Beam } <u>948.74</u>	ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING-DECKED VESSEL. Half Breadth (moulded) <u>16.5</u> Depth from upper part of Keel to top of Upper Deck Beams <u>21.16</u> Girth of Half Midship Frame (as per Rule) <u>33.25</u> 1st Number <u>7091</u> 1st Number, if a 3-Decked Vessel .. deduct 7 feet Length <u>279.6</u> 2nd Number <u>19826</u> Proportions— Breadths to Length <u>8.4</u> Depths to Length—Upper Deck to Keel <u>13.2</u> Main Deck ditto	Master <u>J. Handless</u> Built at <u>Clydebank near Glasgow</u> When built <u>1883-84</u> Launched <u>26 June 1884</u> By whom built <u>J. & G. Thomson</u> Owners <u>Scrutton Sons & Co.</u> Residence <u>London</u> Port belonging to <u>London</u> Destined Voyage <u>West Indies</u> If Surveyed while Building, Afloat, or in Dry Dock. <u>Built under Special Survey.</u>
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LENGTH on deck as per Rule ... <u>279.7</u> Feet. Inches. <u>279</u> <u>7</u>	BREADTH Moulded ... <u>33</u> Feet. Inches. <u>33</u> <u>-</u>	DEPTH top of Floors to Upper Deck Beams <u>19</u> <u>4</u> Do. do. Main Deck Beams <u>19</u> <u>4</u> Feet. Inches. <u>19</u> <u>4</u>	Power of Engines ... <u>120</u> Horse.	N° of Decks with flat laid <u>2</u> N° of Tiers of Beams <u>2</u>
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Dimensions of Ship per Register, length, 280 breadth, 33.15 depth, 19.2

KEEL , depth and thickness <u>9 x 2 1/2</u> Inches in Ship. Inches per Rule.	STEM , moulding and thickness <u>9 x 2 1/2</u> Inches in Ship. Inches per Rule.	STERN-POST for Rudder do. do. } <u>9 x 5 1/2</u> " " for Propeller } <u>9 x 5 1/2</u> Inches in Ship. Inches per Rule.	Distance of Frames from moulding edge to } <u>24</u> " moulding edge, all fore and aft } <u>24</u> Inches in Ship. Inches per Rule.
FRAMES , Angle Iron, for 1/2 length amidships <u>4 1/2</u> <u>3</u> <u>12</u> Do. for 1/2 at each end <u>4</u> <u>3</u> <u>10</u> Inches in Ship. Inches in Ship. Inches per Rule.	REVERSED FRAMES , Angle Iron <u>3</u> <u>3</u> <u>12</u> Inches in Ship. Inches in Ship. Inches per Rule.	FLOORS , depth and thickness of Floor Plate at mid line for half length amidships <u>2 1/2</u> <u>15</u> " thickness at the ends of vessel <u>11</u> <u>13</u> " depth at 1/2 the half-bdth. as per Rule <u>11</u> <u>13</u> " height extended at the Bilges <u>4 3</u> <u>4 3</u> Inches in Ship. Inches in Ship. Inches per Rule.	BEAMS , Upper, Spar, or Awning Deck } <u>6 1/2</u> <u>3</u> <u>13</u> Single or d'ble Ang. Iron, Plate or Tee Bulb Iron } <u>6 1/2</u> <u>3</u> <u>13</u> Single or double Angle Iron on Upper edge } <u>24</u> <u>24</u> Average space <u>24</u> Inches in Ship. Inches in Ship. Inches per Rule.
BEAMS , Main, or Middle Deck } <u>8</u> <u>13</u> <u>8</u> Single or d'ble Ang. Iron, Plate or Tee Bulb Iron } <u>8</u> <u>13</u> <u>8</u> Single or double Angle Iron on Upper Edge } <u>3</u> <u>3</u> <u>10</u> Average space <u>48</u> Inches in Ship. Inches in Ship. Inches per Rule.	BEAMS , Hold, or Orlop } <u>8</u> <u>13</u> <u>8</u> Single or d'ble Ang. Iron, Plate or Tee Bulb Iron } <u>8</u> <u>13</u> <u>8</u> Single or double Angle Iron on Upper Edge } <u>3</u> <u>3</u> <u>10</u> Average space <u>48</u> Inches in Ship. Inches in Ship. Inches per Rule.	KEELSONS Centre line, single or double plate, } <u>1 1/2</u> <u>21</u> <u>13 1/2</u> " " Intercoastal, Plates } <u>1 1/2</u> <u>21</u> <u>13 1/2</u> " Rider Plate <u>5 1/2</u> <u>4</u> <u>15</u> " Butt Plate to Intercoastal Keelson <u>5 1/2</u> <u>4</u> <u>15</u> " Angle Irons <u>5 1/2</u> <u>4</u> <u>15</u> " Double Angle Iron Side Keelson <u>5 1/2</u> <u>4</u> <u>15</u> " Side Intercoastal Plate <u>5 1/2</u> <u>4</u> <u>15</u> " do. Angle Irons <u>5 1/2</u> <u>4</u> <u>15</u> " Attached to outside plating with angle iron } <u>3</u> <u>3</u> <u>12</u> Inches in Ship. Inches in Ship. Inches per Rule.	BILGE Angle Irons <u>5 1/2</u> <u>4</u> <u>15</u> " do. Bulb Iron <u>8</u> <u>13</u> <u>8</u> " do. Intercoastal plates riveted to plating for length } <u>5 1/2</u> <u>4</u> <u>15</u> Inches in Ship. Inches in Ship. Inches per Rule.
BILGE STRINGER Angle Irons <u>5 1/2</u> <u>4</u> <u>15</u> Intercoastal plates riveted to plating for length } <u>5 1/2</u> <u>4</u> <u>15</u> Inches in Ship. Inches in Ship. Inches per Rule.	SIDE STRINGER Angle Irons <u>5 1/2</u> <u>4</u> <u>15</u> Intercoastal plates riveted to plating for length } <u>5 1/2</u> <u>4</u> <u>15</u> Inches in Ship. Inches in Ship. Inches per Rule.	FLAT KEEL PLATES , breadth and thickness <u>36</u> <u>26</u> <u>36</u> <u>26</u> Inches in Ship. Inches in Ship. Inches per Rule. Inches per Rule.	PLATES in Garboard Strakes, br'dth & thickness <u>32</u> <u>19</u> <u>50</u> <u>19</u> " From Garboard to upper part of Bilges <u>32</u> <u>19</u> <u>50</u> <u>19</u> " Of d'bling at Bilge, or increased thickness, and length applied <u>1/2</u> <u>6</u> <u>1/2</u> <u>6</u> " From up. prt of Bilge to l. edge of Sh'rstrake <u>46</u> <u>26</u> <u>46</u> <u>26</u> " Main Sheerstrake, breadth and thickness <u>46</u> <u>26</u> <u>46</u> <u>26</u> " Of d'bling at Sh'rstrake & l. edge applied <u>46</u> <u>26</u> <u>46</u> <u>26</u> " From M.L. to Up. or Spar Dk. Sh'rstrake <u>46</u> <u>26</u> <u>46</u> <u>26</u> " Up. or Spar Dk. Sh'rstrake, br'dth & thickness <u>46</u> <u>26</u> <u>46</u> <u>26</u> Butt Straps to outside plating, breadth & thickness <u>20 1/2</u> <u>10</u> <u>28 1/2</u> <u>13</u> Lengths of Plating <u>7</u> <u>5</u> <u>5</u> <u>5</u> Shifts of Plating, and Stringers <u>2</u> <u>4</u> <u>2</u> <u>4</u> Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness <u>56</u> <u>16</u> <u>56</u> <u>16</u> Angle Irons on ditto <u>5 1/2</u> <u>4</u> <u>15</u> <u>5 1/2</u> <u>4</u> <u>15</u> Tie Plates fore and aft, outside Hatchways <u>Complete</u> <u>Complete</u> Diagonal Tie Plates on Beams No. of Pairs <u>Complete</u> <u>Complete</u> Flat of Up., Spar, or Awning Dk. * under poop only <u>2 1/2</u> <u>pitch</u> <u>2 1/2</u> <u>pitch</u> How fastened to Beams <u>8</u> <u>16</u> <u>8</u> <u>16</u> Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness <u>34</u> <u>15</u> <u>34</u> <u>15</u> Is the Stringer Plate attached to the outside plating? <u>Yes, as required</u> Angle Irons on ditto, No. <u>2</u> <u>4</u> <u>4</u> <u>15</u> <u>4</u> <u>4</u> <u>15</u> Stringer or Tie Plates, outside Hatchways <u>13</u> <u>16</u> <u>13</u> <u>16</u> Flat of Lower Deck * <u>2 1/2</u> <u>pitch</u> Ceiling betwixt Decks, thickness and material <u>2 1/2</u> <u>W. iron</u> <u>2 1/2</u> <u>W. iron</u> " in hold do. do. <u>2 1/2</u> <u>W. iron</u> <u>2 1/2</u> <u>W. iron</u> Main piece of Rudder, diameter at head do. at heel <u>7</u> <u>3 1/2</u> Can the Rudder be unshipped afloat? <u>Yes</u> Bulkheads No. <u>4</u> No. per Rule <u>4</u> " Thickness of <u>1/16</u> <u>in. iron</u> " Height up <u>all</u> <u>to upper deck</u> " How secured to sides of ship <u>Double frames</u> " Size of Vertical Angle Irons <u>4 1/2</u> <u>x</u> <u>3</u> <u>x</u> <u>6</u> <u>7/8</u> and distance apart <u>30</u> <u>ins.</u> " Are the outside Plates doubled two spaces of Frames in length? <u>Yes</u>

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 to lower 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 in. diameter, averaging 4 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 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 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 6 1/2 Breadth of laps of plating in single riveting.

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Treble & double No. of Breasthooks, 4 deep floors Crutches, deep floors
 What description of Steel is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Siemens's mild steel
 Manufacturer's name or trade mark, Plates from Dalkell, angles from Messrs. Iron plates, Blackston.
 The above is a correct description.
 Builder's Signature, J. James & Geo. Thomson Surveyor's Signature, G. Stanbury
 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 Set 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 rigging, 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 sketch attached hereto.

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.												
N ^o .	CABLES, &c.											
	Chain	135-5	1 3/4	22.2.2.0	270-1 1/4	29 May/84	Bower Anchors	1	30.2.2	29.1.3.14	30.0.0	31 May/84
	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)											
Fore Sails,	Iron Stream Chain	134-1	1 3/4	—	—	31 May/84		1	3.1.14	28.18.0.4	30.0.0	—
Fore Top Sails,	or Steel Wire ..	75	1 1/8	20.8.0.0	75-1 1/8	—		1	25.3.23	25.12.2.0	25.2.0	30 May/84
Fore Topmast Stay Sails,	or Hempen Strm Cable	Tested at H.R. Kenton by D.G. Lewis						All tested at H.R. Kenton by D.G. Lewis.				
	Towline, Hemp.	120 7/8	3 1/2	Steel wire	90-11"		Stream Anchor	1	10.0.23	12.4.1.14	9.2.0	30 May/84
Main Sails,	or Steel Wire ..	Certificate signed by J. Black (Superintendent)						Kedge	1	4.2.22	7.2.2.0	4.3.0
Main Top Sails,	Hawser	90	9		90-9		2nd Kedge	1	2.1.17	5.0.0.0	2.2.0	—
and	Warp	90	7 1/2		90-7 1/2							
	quality	good										

Standing and Running Rigging galvanized iron wire sufficient in size and good in quality. She has 2 Life Long Boats and 2 others.

The Windlass is Paul & Co's, steam Capstan on forecable and Rudder good Pumps as approved

Engine Room Skylights. How constructed? Teak on iron framing How secured in ordinary weather? Bolted

What arrangements for deadlights in bad weather? Thick glass bulls' eyes in solid teak

Coal Bunker Openings. How constructed? By hatches in deck How are lids secured? Bars & tarpaulins Height above deck? 13 ins.

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

Cargo Hatchways. How formed? iron coverings

State size Main Hatch

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams? Two web plates in Nos. 2 and 4 respectively

Hatches, If strong and efficient? Yes, solid.

Hatchways	No. 1. 8 X 12 X 1 1/2" covering
Quarter hatch	No. 2. 24 X 14 X do.
	No. 3. 8 X 10 1/2 X do.
	No. 4. 23.10 X 14 X do.
	No. 5. 8 X 11 X do.

Order for Special Survey No. 1891

Date 14th Dec/84

Order for Ordinary Survey No. 199

Date 10th Jan/85

No. 199 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 1883, Nov. 14, 27; Dec. 5, 13, 18, 20; Jan. 1884, 9, 11, 15, 23,
- 2nd. On the plating during the process of riveting 25, 29, 31; Feb. 6, 7, 13, 15, 19, 22, 26, 29; Mar. 5, 12, 18, 21, 25, 28,
- 3rd. When the beams were in and fastened, and before the decks were laid... April 1, 8, 16, 18, 23, 26, 30; May 6, 13, 16, 20, 26, 30; June 5, 13, 17,
- 4th. When the ship was complete, and before the plating was finally coated or cemented.. 21, 24, 27; July 1, 4, 8, 9, 15; Aug. 5, 8, 29, Sept. 2.
- 5th. After the ship was launched and equipped

State dates of letters respecting this case 1883, Sept. 13th; Nov. 5th; 1884, Jan. 29th.

General Remarks (State quality of workmanship, &c.) The workmanship is good and the vessel has been constructed in accordance with the accompanying approved sketches (5 Nos.) of mild steel tested as required by the rules, and with the deck sections and bulkheads of iron. She has a cast steel stern frame and rudder, as shown on the accompanying approved sketch of the same. The arrangement of the strakes of outside plating has been altered as shown on the accompanying tracing. The after peak is fitted for water ballast to the height of the lower deck, and both the fore and after peaks have been fitted with water and tested as required by the rules. A watertight door is formed in the upper part of the after peak bulkhead between the upper and lower decks, and is efficiently framed and secured with hand catches.

State if one, two, or three-decked vessel, or if open, or covering deck; 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 and paint Outside paint

I am of opinion this Vessel should be Classed * 100 A. 1. Steel, Iron bulkheads, 2 decks (1 steel deck)

The amount of the Entry Fee£ 4:0:0 is received by me, G. Stanbury for C. Fowling

Special£ 60:11:0 5/9/ 1884

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

(Travelling Expenses, if any, £

Committee's Minute

Character assigned

TUESDAY 9 SEPT 1884 18

Lloyd's Register Foundation