

# IRON SHIP.

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No. 6893 Survey held at Glasgow Date, First Survey 9<sup>th</sup> Nov 1884 Last Survey 23<sup>rd</sup> March 1885  
On the Iron Screw Steamer "John Strachan" Cutter rig.

**PLANS CASE**  
Tonnage under Tonnage Deck 69.8  
Ditto of Third, Spar, or Awaiting Deck  
Ditto of Loop, or Revised Cr. Dk.  
Ditto of Houses on Deck  
Gross Tonnage 73.40  
Less Crew Space 5.98  
Less Engine Room 33.49  
Register Tonnage as cut on Beam 43.93  
42.87

**ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING-DECKED VESSEL.**  
Half Breadth (moulded) 8.87  
Depth from upper part of Keel to top of Upper Deck Beams 9.00  
Girth of Half Midship Frame (as per Rule) 15.50  
1st Number 33.37  
1st Number, if 3-Decked Vessel, deduct 7 feet  
Length 65.5  
2nd Number 2185  
Proportions— Breadths to Length 3.6  
Depths to Length— Upper Deck to Keel 7.2  
Main Deck ditto

Master John Johnstone  
Built at Marshall, Glasgow  
When built 1884-85 Launched 17<sup>th</sup> Feb 1885  
By whom built H. Swan & Co.  
Owners Kirkcaldy, Leith & Glasgow Steam Navigation Co.  
Residence Kirkcaldy  
Managing Owner Thomas Saunders  
Port belonging to Kirkcaldy  
Destined Voyage Kirkcaldy  
If Surveyed while Building, Afloat, or in Dry Dock.  
Built under Special Survey

LENGTH on deck as per Rule 65 Feet. 6 Inches. BREADTH— Moulded 17 Feet. 9 Inches. DEPTH top of Floors to Upper Deck Beams 8 Feet. 3 Inches. Power of Engines 222 Horse. No. of Decks with flat laid 1 No. of Tiers of Beams 1  
Dimensions of Ship per Register, length, 66.0 breadth, 17.9 depth, 8.1 moulded depth 8.3

	Inches in Ship.	Inches per Rule.	16ths per Rule.	16ths per Rule.
KEEL, depth and thickness	5 x 1 3/8	6 x 1 1/8	4	4
STEM, moulding and thickness	5 x 1 3/8	5 1/2 x 1 1/8	4	4
STERN-POST for Rudder do. do.	5 1/2 x 2 1/4	5 1/2 x 2 1/4	4	4
" " for Propeller	5 1/2 x 2 1/4	5 1/2 x 2 1/4	4	4
Distance of Frames from moulding edge to moulding edge, all fore and aft	20	20		
FRAMES, Angle Iron, for 1/2 length amidships	2 1/2 x 2 1/2	2 1/2 x 2 1/2	6	5
Do. for 1/4 at each end	2 1/2 x 2 1/2	2 1/2 x 2 1/2	4	4
REVERSED FRAMES, Angle Iron	2 1/2 x 2 1/2	2 1/2 x 2 1/2	4	4
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	9	10	6	4
" thickness at the ends of vessel	Under 8 lbs.	Under 8 lbs.	6	5
" depth at 3/4 the half-bdth. as per Rule	4 3/4	4 3/4	6	5
" height extended at the Bilges	18	18		
BEAMS, Upper, Spar, or Awaiting Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper edge	4 1/2 x 3	4 1/2 x 3	6	6
Average space	40	40		
BEAMS, Main, or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper Edge				
Average space				
BEAMS, Lower Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper Edge				
Average space				
BEAMS, Hold, or Orlop Single or d'ble Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper Edge				
Average space				
KEELSONS Centre line, single or double plate, box, or Intercoastal Plates			4	4
" Rider Plate				
" Bulb Plate to Intercoastal Keelson (Shell)	6	6	6	6
" Angle Irons	3	3	6	6
" Double Angle Iron Side Keelson				
" Side Intercoastal Plate				
" do. Angle Irons				
" Attached to outside plating with angle iron				
BILGE Angle Irons	3	3	6	6
" do. Bulb Iron				
" do. Intercoastal plates riveted to plating for length				
BILGE STRINGER Angle Irons				
Intercoastal plates riveted to plating for length				
SIDE STRINGER Angle Irons	3	3	6	6

Flat Keel Plates, breadth and thickness 32 x 6  
PLATES in Garboard Strakes, br'dth & thickness 30 x 6  
" From Garboard to upper part of Bilges 5  
" Of d'bling at Bilge, or increased thickness, and length applied for 1/2 length  
" From up. prt of Bilge to Ir edge of Sh'rstrake 5  
" Main Sheerstrake, breadth and thickness 40 x 6  
" Of d'bling at Sh'rstrake & Ir applied 30 x 6  
" From M'n. to Up. or Spar Dk. Sh'rstrake 5  
" Up. or Spar Dk. Sh'rstrake, br'dth & thickness 8  
Butt Straps to outside plating, breadth & thickness 7-5  
Lengths of Plating 5 spans  
Shifts of Plating, and Stringers 2-1/2  
Gunwale Plate on ends of Awaiting Spar, or Upper Deck Beams, breadth and thickness 47 x 5  
Angle Iron on ditto 3 x 3 x 6  
Tie Plates fore and aft, outside Hatchways 8 x 5  
Diagonal Tie Plates on Beams No. of Pairs 8  
Flat of Up., Spar, or Awaiting Dk. P.P.  
How fastened to Beams As required  
Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness As required  
Is the Stringer Plate attached to the outside plating?  
Angle Irons on ditto, No.  
Tie Plates, outside Hatchways 2 3/8 R.P. 2  
Diagonal Tie Plates on Beams, No. of pairs 3  
Flat of Middle Deck\* do. 2  
How fastened to Beams  
Stringer Plates on ends of Lower Deck, Hold or Orlop Beams 2  
Is the Stringer Plate attached to the outside plating?  
Angle Irons on ditto, No.  
Stringer or Tie Plates, outside Hatchways 3  
Flat of Lower Deck\*  
Ceiling betwixt Decks, thickness and material 2 3/8 R.P. 2  
Main piece of Rudder, diameter at head 5 x 1 1/2  
do. at heel 5 x 1 1/2  
Can the Rudder be unshipped afloat? Yes  
Bulkheads No. 3 No. per Rule 3  
" Thickness of 4 1/2  
" Height up has 1.9 2 5/8 up or. after port bulkhead to W.T. flat.  
" How secured to sides of ship Double frames.  
" Size of Vertical Angle Irons 2 1/2 x 2 1/2 x 7/8 and distance apart 30 ins.  
" Are the outside Plates doubled two spaces of Frames in length? Yes.

The FRAMES extend in one length from middle line to gunwale Riveted through plates with 5/8 in. Rivets, about 5" apart.  
The REVERSED ANGLE IRONS on floors and frames extend from middle line to gunwale and to upper part of 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 2/8 in. diameter, averaging 4 3/8 ins. from centre to centre.  
" Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 5/8 in. diameter, averaging 2 1/2 ins. from centre to centre.  
" Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 5/8 in. diameter averaging 2 1/2 ins. from centre to centre.  
" Butts of 1 Strake at Bilge for 1/2 length, double 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 5/8 in. diameter, averaging 2 1/2 ins. from cr. to cr.  
" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 5/8 in. diameter, averaging 2 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, double riveted for length amidships. Butts of Upper or Spar Sheerstrake, double riveted for length amidships.  
" Butts of Main Stringer Plate, double riveted for length amidships. Butts of Upper or Spar Stringer Plate, double riveted for length amidships.  
" Breadth of laps of plating in double riveting 2 1/2  
Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Double No. of Breasthooks, 3 Crutches, 3  
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Best  
Manufacturer's name or trade mark, Wm Swan & Co. Plate - Clydesdale  
The above is a correct description  
Builder's Signature, Wm Swan & Co. Surveyor's Signature, Geo. Lloyd  
Surveyor to Lloyd's Register of British and Foreign Shipping.

Official Number 62968

Form No. 1 for Iron Ship. 7/84 - Transfer for Ink.

\* If Iron Deck, state if whole or part, and if wood deck from diminished thickness at ends of vessel.

