

IRON SHIP.

(Received at London Office, THURS 26 MARCH 1885)

No. 6893 Survey held at Glasgow Date, First Survey 26th Nov 1884 Last Survey 23rd March 1885
 On the Iron Screw Steamer "John Strachan" Cutter Rip

TONNAGE under Tonnage Deck 69.8
 Ditto of Third, Span, or Lower Deck 3.53
 Ditto of Poop, or Raised Or. Dk. 73.40
 Ditto of Houses, or other structures on Deck 5.98
 Gross Tonnage 73.40
 Less Crew Space 33.49
 Less Engine Room 43.93
 Register Tonnage as cut on Beam 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 26.37
 2nd Number 2185
 Length 65.5
 Proportions— Breadths to Length 3.6
 Depths to Length— Upper Deck to Keel 7.2
 Main Deck ditto 7.2

Master John Johnstone
 Built at Manhill, Glasgow
 When built 1884-85 Launched 17th Feb 1885
 By whom built H. Swan & Co.
 Owners Kirkcaldy, Link & Glasgow Steam
 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 65.6 **BREADTH** Moulded 17.9 **DEPTH** top of Floors to Upper Deck Beams 8.3 **Power of Engines** 222 **Horse.** 222 **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

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

PLATES in Garboard Strakes, br'dth & thickness 32 6 30 6
 " From Garboard to upper part of Bilges 5 5
 " Of d'ble at Bilge, or increased thickness, and length applied for 1/2 length
 " From up. prt of Bilge to Ir edge of Sh'rstrake 5 5
 " Main Sheerstrake, breadth and thickness 40 6 30 6
 " Of d'ble at Sh'rstrake & Ir applied for 1/2 length
 " From M'n. to Up. or Spar Dk. Sh'rstrake 5 5
 " Up. or Spar Dk. Sh'rstrake, breadth & thickness 5 5
 Butt Straps to outside plating, breadth & thickness 8 7-5 8 7-5
 Lengths of Plating 5 spans 5 spans
 Shifts of Plating, and Stringers 2 2
 Gunwale Plate on ends of Awning Spar, or 47 5 20 5
 Upper Deck Beams, breadth and thickness 6 21 5 at 1/2 do. see plan
 Angle Iron on ditto 3 x 3 x 6 3 x 3 x 6
 Tie Plates fore and aft, outside Hatchways 8 5 8 5
 Diagonal Tie Plates on Beams No. of Pairs 2 1/2 2 1/2
 Flat of Up., Spar, or Awning Dk. S.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
 Diagonal Tie Plates on Beams, No. of pairs
 Flat of Middle Deck* do. do.
 How fastened to Beams
 Stringer Plates on ends of Lower Deck, Hold or Orlop Beams
 Is the Stringer Plate attached to the outside plating?
 Angle Irons on ditto, No.
 Stringer or Tie Plates, outside Hatchways
 Flat of Lower Deck*
 Ceiling betwixt Decks, thickness and material
 " in hold do. do. 2 3/8 R.P. 2
 Main piece of Rudder, diameter at head 5 x 1 1/2 3
 do. at heel 5 x 1 1/2 2
 Can the Rudder be unshipped afloat? Yes
 Bulkheads No. 3 No. per Rule 3
 " Thickness of 4 1/2
 " Height up 1.9 2 5 up to or. after port bulkhead to M.T. flat.
 " How secured to sides of ship Double frames.
 " Size of Vertical Angle Irons 2 1/2 x 2 1/2 x 1/2 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 7/8 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.
 " Breadth of laps of plating in double riveting 2 1/2
 Breadth of laps of plating in single 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, J. & S. Dundee. Plate - Clydesdale
 The above is a correct description
 Builder's Signature, W. Swan & Co. Surveyor's Signature, R. L. White
 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 *pitch pine* 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

One pole mast of pitch pine

NUMBER for EQUIPMENT

SAILS.

CABLES, &c.

Fore Sails, Chain
Fore Top Sails, *Steel Wire*
Fore Topmast Stay Sails, *Hemp*
Main Sails, *Hawser*
Main Top Sails, *Warp*

Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.
105	1 1/2	12 1/2	105 - 1 1/2	17 1/2 March 1884
60	5 1/2	17 - 6	60 - 5 1/2	Equipment approved by letter 18/11/84
17	6	32 - 4	17 - 6	
32	4	1/2 coil - 3 1/2	32 - 4	
1/2 coil	3 1/2	1/2 coil - 2 1/2	1/2 coil - 3 1/2	
1/2 coil	2 1/2		1/2 coil - 2 1/2	

ANCHORS.

N°.	Weight. Ex. Stock.	Test per Certificate	W'ght req'd per Rule.	Machine where Tested & Suprntd.
1	3.0.7	5.12.0.2	3.0.0	18 March 1884
1	3.0.0	5.10.0.0	3.0.0	
1	1.1.0		1.0.0	

Stream Anchor

Kedge

2nd Kedge

Standing and Running Rigging *pitch pine* sufficient in size and *good* in quality. She has *One* Long Boat and

The Windlass is *Roper & Co's Steam Windlass* and Rudder *good* Pumps *good*

Engine Room Skylights.—How constructed? *Pitch pine on 9" pitch pine beams* How secured in ordinary weather? *Bolted through plates*

What arrangements for deadlights in bad weather? *Metal gratings over thick glass, and tarpaulins*

Coal Bunker Openings.—How constructed? *Circular cast iron* How are lids secured? *Bayonet fitting* Height above deck? *flush*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *One gangway, one freeing port*

Cargo Hatchways.—How formed? *17" x 4" Pitch pine Coaming*

State size Main Hatch *26' 11" x 10' 3"* *Fore hatch* *Quarter hatch*

If of extraordinary size, state how framed and secured? *Deck plating in bay of hatch, & 2 cross beams of T iron 4" x 4" x 1/8"*

What arrangement for shifting beams? *One fore & after at middle of hatch*

Hatches, If strong and efficient? *Yes*

Order for Special Survey No. 1984

Date *12 November 1884*

Order for Ordinary Survey No. 37

Date *23 Nov*

No. *37* in builder's yard

State dates of letters respecting this case

- 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

1884. November 26. Dec 23. 10. 13. 17. 24.
31. January 12. 20. 27. 30. February 9. 16.
19. 26. March 3. 5. 13. 23.

General Remarks (State quality of workmanship, &c.)

The workmanship is *good* and the vessel has been built in accordance with the approved sketches of *Industrious* Section and deck plan, and in general conformity with the Rules. The fore and after peaks have been filled with *water* and the bulkheads found *good*.

Two joining Reports are also attached hereto.

State if one, two, or three decked vessel, or if spar, or sailing decked; and the length of poop, bridge, foremast, 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 *90 A.1. One deck motor Vessel*

The amount of the Entry Fee£ 1: - : - is received by me, *20/3/1885*

Special£ 6: 6: -

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

(Travelling Expenses, if any, £ ...)

Committee's Minute

Character assigned

FRIDAY 27 MARCH 1885

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



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