

IRON SHIP.

(Received at London Office, ...)

No. *6944* Survey held at *Glasgow* Date, First Survey *4th Sept 1884* Last Survey *29th March 1885*

On the *Iron Barkent "Abercorn"*

TONNAGE under Tonnage Deck *8.63*
 Ditto of Third Space or Awning Deck *58.14*
 Ditto of Poop, or Raised Quarter Deck *20.29*
 Ditto of Houses on Deck *44.08*
 Ditto of Forecastle *13.41.17*
 Gross Tonnage *134.1.17*
 Less Crew Space *48.86*

Register Tonnage as out on Beam *1262.31*

ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING DECKED VESSEL.

Half Breadth (moulded) ... *14.90*
 Depth from upper part of Keel to top of Upper Deck Beams *23.20*
 Girth of Half Midship Frame (as per Rule) ... *36.55*
 1st Number ... *44.65*
 2nd Number ... *148.59*
 Length ... *230.00*
 2nd Number ... *148.59*
 Proportions— Breadths to Length ... *6.42*
 Depths to Length— Upper Deck to Keel ... *9.91*
 Main Deck ditto ...

Master *H. J. McCallum*
 Built at *Glasgow*
 When built *1885* Launched *2nd April*
 By whom built *Ally Stephen & Sons*
 Owners *P. H. Dixon & Co.*
 Residence *Glasgow*
 Port belonging to *Glasgow*
 Destined Voyage *Sydney*
 If Surveyed while Building, Afloat, or in Dry Dock. *Built under Special Survey*

LENGTH on deck as per Rule ... *230.0* **BREADTH** Moulded ... *35.8* **DEPTH** top of Floors to Upper Deck Beams ... *21.2* **Power of Engines** ... *1* **N° of Decks with flat laid** ... *2* **N° of Tiers of Beams** ... *2*

Dimensions of Ship per Register, length, *238.5* breadth, *36.1* depth, *21.0*
KEEL, depth and thickness ... *9 x 2 1/2*
STEM, moulding and thickness ... *8 1/2 x 2 1/2*
STERN-POST for Rudder do. do. ... *4 1/2 x 3*
 Distance of Frames from moulding edge to moulding edge, all fore and aft ... *24*

FRAMES, Angle Iron, for 1/2 length amidships ... *5 3 8*
 Do. for 1/2 at each end ... *5 3 4*
REVERSED FRAMES, Angle Iron ... *3 1/2 3 8*
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships ... *24 9*
 thickness at the ends of vessel ... *12 7*
 depth at 3/4 the half-bdth. as per Rule ... *48*
 height extended at the Bilges ... *48*

BEAMS, Upper, Spar, or Awning Deck Single or double Angle Iron, Plate or Tee Bulb Iron ... *3 3 4*
 Average space ... *48*
BEAMS, Main, or Middle Deck Single or double Angle Iron, Plate or Tee Bulb Iron ... *3 3 4*
 Average space ... *48*

BEAMS, Lower Deck Single or double Angle Iron, Plate or Tee Bulb Iron ... *3 3 4*
 Average space ... *48*

BEAMS, Hold, or Orlop Single or double Angle Iron, Plate or Tee Bulb Iron ... *3 3 4*
 Average space ... *48*

KEELSONS Centre line, single or double plate, ... *14 12*
 Rider Plate ... *11 12*
 Double Angle Iron Side Keelson ... *5 4 9*
 Side Intercoastal Plate ... *5 4 9*
 Attached to outside plating with angle iron ... *3 1/2 3 8*

BILGE Angle Irons ... *5 4 9*
 do. Bulb Iron ... *5 4 9*
 do. Intercoastal plates riveted to plating for length ... *5 4 9*

BILGE STRINGER Angle Irons ... *5 4 9*
 Intercoastal plates riveted to plating for length ... *5 4 9*

SIDE STRINGER Angle Irons ... *5 4 9*

The **FRAMES** extend in one length from *Keel* to *Gunwale* Riveted through plates with *7/8* in. Rivets, about *4* apart.
 The **REVERSED ANGLE IRONS** on floors and frames extend from middle line to *Upper Deck* and to *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 *1/8* 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 *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 *Four* Strakes at Bilge for *half* length, treble riveted with Butt Straps *1/8* thicker than the plates they connect.
 Edges from Bilge to Main Sheerstrake, worked clencher, double or single 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 or single riveted. *Upper Sheerstrake, double or single riveted.*
 Butts of Main Sheerstrake, treble riveted for *half* length amidships. *Butts of Upper or Spar Sheerstrake, treble riveted for half length amidships.*
 Butts of Main Stringer Plate, treble riveted for *half* length amidships. *Butts of Upper or Spar Stringer Plate, treble riveted for half length.*
 Breadth of laps of plating in double riveting *5 1/2* ins. *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* 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, *Middleton, Moss, and Co. & Co.*
 The above is a correct description.
 Builder's Signature, *Ally Stephen & Sons* Surveyor's Signature, *J. J. House*

Surveyor to Lloyd's Register of British and Foreign Shipping
 ROBERT EDMUND TAYLOR & SON Commercial and General Steam Printers, 19, Old Street, Goswell Road, E.C.1, London.
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