

IRON SHIP.

(Received at London Office) MONDAY 8 JUNE 1885

No. 6990 Survey held at Glasgow Date, First Survey 19th Nov. 1884 Last Survey 27th May 1885

On the Steam Tug "Merissa"

TONNAGE under Tonnage Deck 24.43	ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING DECKED VESSEL.	Master W. Mc Cubbin
Ditto of Third, Span or Awning Deck 3.06	Half Breadth (moulded) 10.94	Built at Glasgow
Ditto of Poop, or Raised Or. Dk. 13.54	Depth from upper part of Keel to top of Upper Deck Beams 13.95	When built 1885 Launched 24 th May
Ditto of Houses on Deck 264.26	Girth of Half Midship Frame (as per Rule) 20.40	By whom built A. Stephen & Sons
Ditto of Forecastle	1st Number 45.59	Owners Alex. Stephen Esq.
Gross Tonnage	1st Number, if 2 Decked Vessel, deduct 7 feet	Residence Glasgow
Less Cross Space	Length 146	Port belonging to Glasgow
Less Engine Room 120.44	2nd Number 66.56	Destined Voyage Cruising
Register Tonnage as out on Beam 143.82	Proportions— Breadths to Length 6.64	If Surveyed while Building, Afloat, or in Dry Dock.
	Depths to Length— Upper Deck to Keel 10.46	Built under Special Survey
	Main Deck ditto	

LENGTH on deck as per Rule 146	BREADTH— Moulded 21.88	DEPTH top of Floors to Upper Deck Beams 12	Power of Engines 120	No. of Decks with flat laid One	No. of Tiers of Beams One
Dimensions of Ship per Register, length, 153.4 breadth, 22.05 depth, 12.4					
KEEL, depth and thickness 9x3 1/2 9x3 1/2 9x3 1/2 9x3 1/2	STEM, moulding and thickness 4x1 1/2 4x1 1/2 4x1 1/2 4x1 1/2	STERN-POST for Rudder do. do. 4x3 4x3 4x3 4x3	" " for Propeller 11x3 1/2 11x3 1/2 10 1/2 x 2 3/4 8 1/2 x 2 3/4	Distance of Frames from moulding edge to moulding edge, all fore and aft 22 22	
FRAMES, Angle Iron, for 1/2 length amidships 3 3 9 3 3	Do. for 1/2 at each end 3 3 8 3 3	REVERSED FRAMES, Angle Iron Steel 2 1/2 2 1/2 4 2 1/2 2 1/2	FLOORS, depth and thickness of Floor Plate at mid line for half length amidships 23 1/2 23 1/2 23 1/2 23 1/2	" thickness at the ends of vessel 4 4	" depth at 1/2 the half-bdth. as per Rule 3 as per appd. section
BEAMS, Upper, Spar, or Awning Deck Single or double Angle Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper Edge Average space 4 4	BEAMS, Main, or Middle Deck Single or double Angle Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper Edge Average space 4 4	BEAMS, Lower Deck Cabin Sole 4 1/2 3 10 4 1/2 3 10	Single or double Angle Iron on Upper Edge 4 4	Average space 4 4	
BEAMS, Hold, or Orlop Single or double Angle Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper Edge Average space 10 18 10 18	KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates 10 18 10 18	" Rider Plate 6 4 18 6 4 18	" Bulb Plate to Intercoastal Keelson 6 4 18 6 4 18	" Angle Iron Steels 6 4 18 6 4 18	" Double Angle Iron Side Keelson 6 4 18 6 4 18
" Side Intercoastal Plate 6 3 1/2 14 6 3 1/2 14	" do. Angle Iron 6 3 1/2 14 6 3 1/2 14	" Attached to outside plating with angle iron 6 3 1/2 14 6 3 1/2 14	BILGE Angle Iron Steel 6 3 1/2 14 6 3 1/2 14	" do. Bulb Iron 6 3 1/2 14 6 3 1/2 14	" do. Intercoastal plates riveted to plating for length 6 3 1/2 14 6 3 1/2 14
BILGE STRINGER Angle Iron 6 3 1/2 14 6 3 1/2 14	Intercoastal plates riveted to plating for length 6 3 1/2 14 6 3 1/2 14	SIDE STRINGER Angle Iron Steels 6 3 1/2 14 6 3 1/2 14			

The FRAMES extend in one length from keel to main deck and to rail alternately

The REVERSED ANGLE IRONS on floors and frames extend from middle line to cabin sole and to main 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 5 ins. from centre to centre.

" Edges of Garboards and to upper part of Bilge, worked clench, double riveted; with rivets 3/4 in. diameter, averaging 3 1/2 ins. from centre to centre.

" Butts from Keel to turn of Bilge, worked clench, double riveted; with rivets 3/4 in. diameter averaging 3 1/2 ins. from centre to centre.

" Butts of all Strakes at Bilge for half length, treble riveted with Butt Straps 1/2 thicker than the plates they connect.

" Edges from Bilge to Main Sheerstrake, worked clench, double or single riveted; with rivets 5/8 in. diameter, averaging 2 3/4 ins. from cr. to cr.

" Butts from Bilge to Main Sheerstrake, worked clench, double riveted; with rivets 5/8 in. diameter, averaging 2 1/2 ins. from cr. to cr.

Lower Edges of Main Sheerstrake, double or single riveted.

" Butts of Main Sheerstrake, treble riveted for whole length amidships Butts of Upper or Spar Sheerstrake, treble riveted length amidships

" Butts of Main Stringer Plate, treble riveted for whole length amidships Butts of Upper or Spar Stringer Plate, treble riveted for length

" Breadth of laps of plating in double riveting 4 1/4 Breadth of laps of plating in single riveting 2 3/4 x 2 1/2

Butt Straps of Keelsons, Stringer and Tie Plates, treble double or single Riveted? No. of Breasthooks, Three Crutches, One and

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Mild Steel

Manufacturer's name or trade mark, Dalzell Steel

The above is a correct description

Builder's Signature, Alex. Stephen Esq.

Surveyor's Signature, J. Thomson

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

