

STEEL IRON SHIP

THURS 2 AUGUST 1885

(Received at London Office) Last Survey 19th August 1885

Ship *Aberfoyle* Survey held at *Dumbarton* Date, First Survey *10th July*

Official Number *153624*

Tonnage under Deck	<i>1536.24</i>
Ditto of Third, Spar, or Awning Deck	
Ditto of Poop, or Raised Or. Deck	<i>61.34</i>
Ditto of Houses on Deck	<i>16.51</i>
Ditto of Forecastle	<i>46.74</i>
Gross Tonnage	<i>1660.83</i>
Less Crew Space	<i>63.48</i>
Less Engine Room	
Register Tonnage as cut on Beam	<i>1597.35</i>

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

Half Breadth (moulded)	<i>18.95</i>
Depth from upper part of Keel to top of Upper Deck Beams	<i>24.83</i>
Girth of Half Midship Frame (as per Rule)	<i>39.83</i>
1st Number	<i>83.61</i>
2nd Number	<i>20442</i>
Length	<i>244.5</i>
Proportions— Breadths to Length	<i>6.45</i>
Depths to Length— Upper Deck to Keel	<i>9.84</i>
Main Deck ditto	

Master *Geo. Robertson*
 Built at *Dumbarton*
 When built *1885* Launched *28th May 85*
 By whom built *A. McMillan & Co.*
 Owners *Gavin Cooper Esq.*
 Residence *101 St. Vincent St. Glasgow*
 Port belonging to *Glasgow*
 Destined Voyage *Sydney*
 If Surveyed while Building, Afloat, or in Dry Dock. *White Building & afloat.*

LENGTH	Feet.	Inches.	BREADTH—	Feet.	Inches.	DEPTH top of Floors to Upper Deck Beams	Feet.	Inches.	Power of Engines	Horse.	N ^o . of Decks with flat laid	N ^o . of Tiers of Beams
on deck as per Rule	<i>244</i>	<i>6</i>	Moulded	<i>37</i>	<i>11</i>	Do. do. Main Deck Beams	<i>22</i>	<i>9 1/2</i>			<i>one</i>	<i>2</i>
Dimensions of Ship per Register, length, <i>258.8</i> breadth, <i>38.5</i> depth, <i>22.75</i> Moulded depth <i>24.5 1/2</i>												
KEEL , depth and thickness	<i>Iron</i>		Inches in Ship		Inches per Rule		Flat Keel Plates, breadth and thickness					
STEM , moulding and thickness			<i>9 1/2 x 2 1/2</i>		<i>9 1/2 x 2 1/2</i>		PLATES in Garboard Strakes, br'dth & thickness		<i>36 20 36 20</i>			
STERN-POST for Rudder do. do.			<i>9 x 2 1/2</i>		<i>9 x 2 1/2</i>		From Garboard to upper part of Bilges		<i>18 20 18 20</i>			
" " for Propeller			<i>9 x 2 1/2</i>		<i>9 x 2 1/2</i>		Of d'bling at Bilge, or increased thickness and length applied		<i>18 18 18 18</i>			
Distance of Frames from moulding edge to moulding edge, all fore and aft			<i>24 ins</i>		<i>24 ins</i>		From up. prt of Bilge to lr. edge of Sh'rstrake		<i>18 18 18 18</i>			
FRAMES , Angle Iron, for 1/2 length amidships			<i>5 3/2</i>		<i>5 3/2</i>		Main Sheerstrake, breadth and thickness		<i>40 21 40 21</i>			
Do. for 1/2 at each end			<i>12</i>		<i>12</i>		Of d'bling at Sh'strake & lng. applied		<i>19 23 19 23</i>			
REVERSED FRAMES , Angle Iron			<i>3 1/2</i>		<i>3 1/2</i>		From Main to Upper Spar Dk. Sh'rstrake		<i>9 1/4 13 9 1/4 13</i>			
FLOORS , depth and thickness of Floor Plate at mid line for half length amidships			<i>24 1/2</i>		<i>16</i>		Upper Spar Dk. Sh'rstrake, breadth & thickness		<i>7 spaces</i>			
thickness at the ends of vessel			<i>13</i>		<i>13</i>		Butt Straps to outside plating, breadth & thickness		<i>50 16 50 16</i>			
depth at 1/2 the half-bdth. as per Rule			<i>12 1/2</i>		<i>12 1/2</i>		Lengths of Plating		<i>2</i>			
height extended at the Bilges			<i>4 9</i>		<i>4 9</i>		Shifts of Plating, and Stringers		<i>2</i>			
BEAMS , Upper, Spar, or Awning Deck			<i>9</i>		<i>15</i>		Gunwale Plate on ends of Awning Spar, on Upper Deck Beams, breadth and thickness		<i>50 16 50 16</i>			
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron			<i>3 1/2</i>		<i>3</i>		Angle Iron on ditto		<i>5 1/2 x 4 x 5 1/2 4 x 5</i>			
Single or double Angle Iron on Upper edge			<i>3 1/2</i>		<i>3</i>		Tie Plates fore and aft, outside Hatchways		<i>2</i>			
Average space			<i>48 ins</i>		<i>48 ins</i>		Diagonal Tie Plates on Beams No. of Pairs		<i>6</i>			
BEAMS , Main, or Middle Deck			<i>7 1/2</i>		<i>12</i>		Flat of Up., Spar, or Awning Dk. * <i>3 Pine</i>		<i>14 16 14 16</i>			
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron			<i>3</i>		<i>3</i>		How fastened to Beams		<i>nut and screw 4 bolts</i>			
Single or double Angle Iron on Upper Edge			<i>3</i>		<i>3</i>		Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness		<i>Is the Stringer Plate attached to the outside plating?</i>			
Average space			<i>48 ins</i>		<i>48 ins</i>		Angle Irons on ditto, No.		<i>2</i>			
BEAMS , Lower Deck			<i>9</i>		<i>15</i>		Tie Plates, outside Hatchways		<i>2</i>			
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron			<i>3 1/2</i>		<i>3</i>		Diagonal Tie Plates on Beams No. of pairs		<i>6</i>			
Single or double Angle Iron on Upper Edge			<i>3 1/2</i>		<i>3</i>		Flat of Middle Deck * do do		<i>14 15 14 15</i>			
Average space			<i>48 ins</i>		<i>48 ins</i>		How fastened to Beams		<i>Stringer Plates on ends of Lower Deck, Hold on Orlop Beams</i>			
BEAMS , Hold, or Orlop			<i>6 1/2</i>		<i>3</i>		Stringer Plates attached to the outside plating?		<i>Yes</i>			
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron			<i>6 1/2</i>		<i>3</i>		Angle Irons on ditto, No.		<i>2</i>			
Single or double Angle Iron on Upper Edge			<i>6 1/2</i>		<i>3</i>		Stringer or Tie Plates, outside Hatchways		<i>2</i>			
Average space			<i>48 ins</i>		<i>48 ins</i>		Flat of Lower Deck * <i>3 Pine</i>		<i>14 15 14 15</i>			
KEELSONS Centre line, single or double plate, iron, or Intercoastal, Plates			<i>18 1/2</i>		<i>21</i>		Round sides and at each end of lower deck		<i>Sparring</i>			
" Rider Plate			<i>12</i>		<i>21</i>		Ceiling betwixt Decks, thickness and material		<i>in hold do do</i>			
" Bulb Plate to Intercoastal Keelson			<i>5 1/2</i>		<i>4</i>		Main piece of Rudder, diameter at head		<i>do do at heel</i>			
" Angle Irons			<i>5 1/2</i>		<i>4</i>		Can the Rudder be unshipped afloat?		<i>Yes</i>			
" Double Angle Iron Side Keelson			<i>5 1/2</i>		<i>4</i>		Bulkheads No. <i>One</i> No. per Rule <i>One</i>		<i>Thickness of 12-10</i>			
" Side Intercoastal Plate			<i>13</i>		<i>13</i>		Height up <i>upper deck</i>		<i>How secured to sides of ship Double frames</i>			
" do. Angle Irons			<i>5 1/2</i>		<i>4</i>		How secured to sides of ship		<i>Size of Vertical Angle Irons 5 x 3 1/2 x 1 1/2 and distance apart 30 ins.</i>			
" Attached to outside plating with angle iron			<i>3</i>		<i>3</i>		Are the outside Plates doubled two spaces of Frames in length?		<i>Yes</i>			
BILGE Angle Irons			<i>5 1/2</i>		<i>4</i>		The FRAMES extend in one length from <i>middle line to gunwale</i>		<i>Riveted through plates with 7/8 in. Rivets, about 6 1/2 apart.</i>			
" do. Bulb Iron			<i>5 1/2</i>		<i>4</i>		The REVERSED ANGLE IRONS on floors and frames extend <i>from middle line to upper deck</i>		<i>and to alternately</i>			
" do. Intercoastal plates riveted to plating for length			<i>9</i>		<i>15</i>		KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? <i>Yes</i>		<i>And butts properly shifted? Yes</i>			
BILGE STRINGER Angle Irons			<i>5 1/2</i>		<i>4</i>		PLATING. Garboard, double riveted to Keel, with rivets <i>1/8</i> in. diameter, averaging <i>5 1/2</i> ins. from centre to centre.					
Bulb Intercoastal plates riveted to plating for length			<i>9</i>		<i>15</i>		Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets <i>7/8</i> in. diameter, averaging <i>3 1/2</i> ins. from centre to centre.					
SIDE STRINGER Angle Irons			<i>5 1/2</i>		<i>4</i>		Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets <i>7/8</i> in. diameter averaging <i>3 1/2</i> ins. from centre to centre.					
Bulb 9 x 1 1/2 3/2 whole length			<i>5 1/2</i>		<i>4</i>		Butts of 4 Strakes at Bilge for 1/2 length, treble riveted with Butt Straps <i>9/16</i> thicker than the plates they connect.					
The FRAMES extend in one length from <i>middle line to gunwale</i>			<i>5 1/2</i>		<i>4</i>		Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets <i>7/8</i> in. diameter, averaging <i>3 1/2</i> ins. from cr. to cr.					
			<i>5 1/2</i>		<i>4</i>		Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets <i>7/8</i> in. diameter, averaging <i>3 1/2</i> ins. from cr. to cr.					
			<i>5 1/2</i>		<i>4</i>		Edges of Main Sheerstrake, double or single riveted.					
			<i>5 1/2</i>		<i>4</i>		Butts of Main Sheerstrake, treble riveted for 1/2 length amidships.					
			<i>5 1/2</i>		<i>4</i>		Butts of Main Stringer Plate, treble riveted for 1/2 length amidships.					
			<i>5 1/2</i>		<i>4</i>		Breadth of laps of plating in double riveting <i>5 1/4</i>					
			<i>5 1/2</i>		<i>4</i>		Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? <i>Treble</i>					
			<i>5 1/2</i>		<i>4</i>		What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? <i>Morse's and</i>					
			<i>5 1/2</i>		<i>4</i>		Manufacturer's name or trade mark, <i>Claydon's</i>					
			<i>5 1/2</i>		<i>4</i>		The above is a correct description.					
			<i>5 1/2</i>		<i>4</i>		Owner's Signature, <i>A. McMillan & Co.</i>					
			<i>5 1/2</i>		<i>4</i>		Surveyor's Signature, <i>J. D. Dodd</i>					

State clearly where plating is of alternate thickness—as distinguished from uniform thickness at ends of vessel.

If Iron Deck, state if whole or part, and if used deck

Workmanship. Are the butts of plating planed or otherwise fitted? *Planed*
 Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies? *Yes*
 Are the fillings between the ribs and plates solid single pieces? *Yes*
 Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? *Yes*
 Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? *Yes*
 Do any rivets break into or through the seams or butts of the plating? *A few*

Masts, Bowsprit, Yards, &c., are *Steel* 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. *Are built in accordance with the enclosed drawings attached herewith and with the Secretary's letter 18 Mar. 1885. Are built of "Clydesdale" Steel, which was tested at the Manufacture's Works by the Society's Surveyors.*

NUMBER for EQUIPMENT	SAILS.	CABLES, &c.	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.
								Bower Anchors	Stream Anchor					
	Fore Sails,	Chain	135 1/2	1 1/2	94.5	270.0	Wheeler	19354	37.0-13.33	18.3.0	36.2			
	Fore Top Sails,	Iron Stream Chain	135 3/4	1 1/2	67.5	176	by	19355	35.2-26.32	18.3.0	104			
	Fore Topmast Stay Sails,	or Steel Wire	75 1/2	1 1/2	50.4	75-1 1/2	D.G.	19353	31.0-9.29	7.2.0				
	Main Sails,	or Hempen Strm Cable	42	1 3/4	20.3		Lewis	19352	11-1.0	13.2-2.0	11-1.0			
	Main Top Sails,	Tewline, Hemp.	120	1 3/4		90-11		19362	5-2-16	8.0-2.14	5-3.0			
	and spare	or Steel Wire	90	10 1/2		90-6 1/2		19361	2-3-0	5.5-0.02	3.0			
	Standing and Running Rigging	Hawser	90	6 1/2		90-6 1/2								
	The Windlass is	Warp	180	4 1/2										

Standing and Running Rigging *wire hemp* sufficient in size and *9d* in quality. She has *2* Long Boat and *2* others
 The Windlass is *Mc Onie's* Capstan *two* and Rudder *9d* Pumps *9d*
 How secured in ordinary weather?

Engine Room Skylights.—How constructed?
 What arrangements for deadlights in bad weather?
 Coal Bunker Openings.—How constructed? How are lids secured? Height above deck?
 Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *4 Scuppers, 4 waterports and 2 mooring pipes.*

Cargo Hatchways.—How formed? *as usual*
 State size Main Hatch *15' 10" x 12 ft* Forehatch *7' 11" x 6 ft* Quarterhatch *7' 11" x 6 ft*
 If of extraordinary size, state how framed and secured? *one web and 3 fore rafters.*
 What arrangement for shifting beams?
 Hatches, If strong and efficient? *Yes. 3" solid.*

Order for Special Survey *2009* *Specially Surveyed. 1885: Feb 10, 16*
 Date *30 Jan 1885*
 Order for Ordinary Survey No. *264*
 Date *Jan 1885*
 No. *264* in builder's yard.
 State dates of letters respecting this case *5 Feb, 18 Mar and 10 April 1885.*

General Remarks (State quality of workmanship, &c.) *The workmanship is good. And the vessel has been built in accordance with the approved tracings (six in number) and with the instructions contained in the Secretary's letters of the above dates, and otherwise in accordance with the Rules. The fore peak was filled with water and found satisfactory.*

Poop *20 ft* Forecastle *30 ft and 4 ft of side houses*
 Iron house *25 ft x 12.3 ft*

State if one, two, or three decked vessel, or if spar, or awning decked; and the lengths of poop, bridge, forecastle, or raised quarter deck. (If double bottom, state particulars on separate sheet.)
 How are the surfaces preserved from oxidation? Inside *Portland Cement* Outside *Paint*
 I am of opinion this Vessel should be Classed *100A.1. steel*
 The amount of the Entry Fee£ *4* is received by me, *J. J. Dodd*
 Special£ *64* 18: *6* 24/6/ 1885
 (to be sent as per margin). Certificate ...
 (Travelling Expenses, if any, £ ...)
 Committee's Minute
 Character assigned

FRIDAY 21 AUGUST 1885

Surveyor to Lloyd's Register of British and Foreign
 It is submitted that this vessel is approved to be classed as 100A.1 Steel as recommended by the Rules.
 Lloyd's Register Foundation