

STEEL IRON SHIP

THURS 2 AUGUST 1885

(Received at London Office)

No. 4041 Ship Survey held at Dumbarton Date, First Survey 10th Feb. 1885

Last Survey 19th August 1885

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

ONE OR TWO DECKED, THREE DECKED VESSEL, STAR, OR AWNING DECKED VESSEL.
Half Breadth (moulded) 18.95
Depth from upper part of Keel to top of Upper Deck Beams 24.83
Girth of Half Midship Frame (as per Rule) 39.83
1st Number 83.61
1st Number, if 3 Decked Vessel deduct 1 foot
Length 244.5
2nd Number 20442
Proportions— Breadths to Length 6.45
Depths to Length— Upper Deck to Keel 9.84
Main Deck ditto

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

LENGTH	Feet.	Inches.	BREADTH	Feet.	Inches.	DEPTH	Feet.	Inches.	Power of	Horse.	N ^o . of Decks with flat laid	N ^o . of Tiers of Beams
on deck as per Rule	244	6	Moulded	37	11	top of Floors to Upper Deck Beams Do. do. Main Deck Beams	22	9 1/2	Engines	✓	one	2
Dimensions of Ship per Register, length, 258.8 breadth, 38.5 depth, 22.75												
KEEL, depth and thickness	Iron		Inches in Ship		Inches per Rule		Flat Keel Plates, breadth and thickness		Inches in Ship		Inches per Rule	
STEM, moulding and thickness	—		9 1/2 x 2 1/2		9 1/2 x 2 1/2		36		20		36	
STERN-POST for Rudder do. do.	—		9 x 2 1/2		9 x 2 1/2		From Garboard to upper part of Bilges		18		18	
" " for Propeller	—		9 x 2 1/2		9 x 2 1/2		Of d'ble at Bilge, or increased thickness and length applied		18		18	
Distance of Frames from moulding edge to moulding edge, all fore and aft	24 ins		24 ins		24 ins		From up. prt of Bilge to edge of Sh'rstrake		18		18	
FRAMES, Angle Iron, for 1/2 length amidships	—		5 3/2		5 3/2		Main Sheerstrake, breadth and thickness		40		21	
Do. for 1/2 at each end	—		3 1/2		3 1/2		Of d'ble at Sh'rstrake & lng. applied		40		21	
REVERSED FRAMES, Angle Iron	—		3 1/2		3 1/2		From Main to Upper Spar Dk. Sh'rstrake		19 1/2		23	
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	24 1/2		16		24 1/2		Upper Spar Dk. Sh'rstrake, breadth & thickness		19 1/2		23	
" thickness at the ends of vessel	—		13		13		Butt Straps to outside plating, breadth & thickness		9 1/4		13	
" depth at 1/2 the half-bdth. as per Rule	12 1/2		13		12 1/2		Lengths of Plating		7 spaces		5	
" height extended at the Bilges	49		49		49		Shifts of Plating, and Stringers		2		2	
BEAMS, Upper, Spar, or Awning Deck	—		9		15		Gunwale Plate on ends of Awning Spar, on Upper Deck Beams, breadth and thickness		50		16	
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	—		3 1/2		3		Angle Iron on ditto		5 1/2 x 4 x 5		5 1/2 x 4 x 5	
Single or double Angle Iron on Upper Edge	—		3 1/2		3		Tie Plates fore and aft, outside Hatchways		14		16	
Average space	48 ins		48 ins		48 ins		Diagonal Tie Plates on Beams No. of Pairs		6		6	
BEAMS, Main, or Middle Deck	—		7 1/2		12		Flat of Up., Spar, or Awning Dk. * Pine		14		16	
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	—		3 1/2		3		How fastened to Beams		nut and screw		4 bolts	
Single or double Angle Iron on Upper Edge	—		3 1/2		3		Stringer Plate on ends of Main or Middle Deck		—		—	
Average space	48 ins		48 ins		48 ins		Beams, breadth and thickness		—		—	
BEAMS, Lower Deck	—		9		15		Is the Stringer Plate attached to the outside plating?		—		—	
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	—		3 1/2		3		Angle Irons on ditto, No.		2		2	
Single or double Angle Iron on Upper Edge	—		3 1/2		3		Tie Plates, outside Hatchways		—		—	
Average space	48 ins		48 ins		48 ins		Diagonal Tie Plates on Beams No. of pairs		6		6	
BEAMS, Hold, or Orlop	—		6 1/2		3		Flat of Middle Deck * do		do		do	
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	—		3 1/2		3		How fastened to Beams		—		—	
Single or double Angle Iron on Upper Edge	—		3 1/2		3		Stringer Plates on ends of Lower Deck, Hold or Orlop Beams		35 1/2		15	
Average space	48 ins		48 ins		48 ins		Is the Stringer Plate attached to the outside plating?		—		—	
KEELSONS Centre line, single or double plate, bon, or Intercoastal, Plates	—		18 1/2		21		Angle Irons on ditto, No.		2		2	
" Rider Plate	—		12		21		Tie Plates, outside Hatchways		—		—	
" Bulb Plate to Intercoastal Keelson	—		5 1/2		4		Diagonal Tie Plates on Beams No. of pairs		6		6	
" Angle Irons	—		5 1/2		4		Flat of Lower Deck * Pine		14		15	
" Double Angle Iron Side Keelson	—		5 1/2		4		How fastened to Beams		—		—	
" Side Intercoastal Plate	—		5 1/2		4		Stringer Plates on ends of Lower Deck, Hold or Orlop Beams		35 1/2		15	
" do. Angle Irons	—		5 1/2		4		Is the Stringer Plate attached to the outside plating?		—		—	
" Attached to outside plating with angle iron	—		3		3		Angle Irons on ditto, No.		2		2	
BILGE Angle Irons	—		5 1/2		4		Tie Plates, outside Hatchways		—		—	
" do. Bulb Iron	—		5 1/2		4		Diagonal Tie Plates on Beams No. of pairs		6		6	
" do. Intercoastal plates riveted to plating for length	—		5 1/2		4		Flat of Middle Deck * do		do		do	
BILGE STRINGER Angle Irons	—		5 1/2		4		How fastened to Beams		—		—	
Bulb Intercoastal plates riveted to plating for 1/2 length	—		9		18		Stringer Plates on ends of Lower Deck, Hold or Orlop Beams		35 1/2		15	
SIDE STRINGER Angle Irons	—		5 1/2		4		Is the Stringer Plate attached to the outside plating?		—		—	
Bulb 9 x 1/32 whole length	—		5 1/2		4		Angle Irons on ditto, No.		2		2	

The FRAMES extend in one length from middle line to gunwale
The REVERSED ANGLE IRONS on floors and frames extend from middle line to upper deck
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 3 1/2 ins. from centre to centre.
" Edges of Garboards and to upper part of Bilge, worked clench, 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 4 Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 9/16 thicker than the plates they connect.
" Edges from Bilge to Main Sheerstrake, worked clench, 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 1/2 length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.
" Butts of Main Stringer Plate, treble riveted for 1/2 length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length.
" Breadth of laps of plating in double riveting 5 1/4 Breadth of laps of plating in single riveting
Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Treble No. of Breasthooks, Five Crutches, Five
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Moresend and
Manufacturer's name or trade mark, Clydesdale
The above is a correct description.
Owner's Signature, A. McMillan & Co. Surveyor's Signature, J. D. Dodd
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 *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 Mann. -facturer's Works by the Society's Surveyors.

NUMBER for EQUIPMENT		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.
SAILS.							Bower Anchors					
N ^o .	CABLES, &c.						(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)					
	Chain	135 1/2	1 1/2	94.5	270.0	Reherton	19354					
	Fore Sails,	135 3/4	1 1/2	67.5	150	by	19355					
	Fore Top Sails,	129 1/2	1 1/2	129 1/4	76	by	19355					
	Fore Topmast Stay Sails,	75 1/2	1 1/2	50.4	75-1 1/2	D. G.	19355					
	or Steel Wire	42 1/2	1 1/2	20.3	90-11	Lewis	19352					
	or Hempen Strm	120	1 1/2				19362					
	Cable	90	1 1/2				19362					
	Tewline, Hemp.	90	1 1/2				19362					
	or Steel Wire	90	1 1/2				19362					
	Hawser	180	4 1/2				19362					
	Warp						19362					
	and spare quality						19362					

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 Onies* Capstan *two* and Rudder *9d* Pumps *9d*

Engine Room Skylights.—How constructed?

What arrangements for deadlights in bad weather?

Coal Bunker Openings.—How constructed?

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?

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*

Date *30 Jan 1885*

Order for Ordinary Survey No. *1*

Date *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, forecabin, or raised quarter deck. (If double bottom, state particulars on separate)

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

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Surveyor to Lloyd's Register of British and Foreign

It is submitted that this is

approved to be all

100A.1 steel as recommended

75 ft x 25 ft Beams

Lloyd's Register

Foundation