

IRON SHIP.

(Received at London Office, 17 SEPT 1885)

No. *4115* Survey held at *Dumbarton* Date, First Survey *24th Ap. 85* Last Survey *16 Sept. 1885*

On the *Barque Bowman B. Row*

Master *Bryon Abbott.*

Built at *Dumbarton*

When built *1885* Launched *17 Aug 85*

By whom built *A. McWilliam Son*

Owners *John Black & Co*

Residence *204 Elliot St. Glasgow*

Port belonging to *Glasgow*

Destined Voyage *Rio Janeiro*

If Surveyed while Building, Afloat, or in Dry Dock.

While Building Afloat

TONNAGE under Tonnage Deck } *1296.89*

Ditto of Third, Spar, or Awning Deck. } *66.18*

Ditto of Poop, or Raised Qr. Dk. } *22.86*

Ditto of Houses on Deck } *22.86*

Ditto of Forecastle } *22.86*

Gross Tonnage } *1370.27*

Less Crew Space } *30.99*

Less Engine Room } *30.99*

Register Tonnage as cut on Beam } *1359.28*

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

Half Breadth (moulded) *18.37*

Depth from upper part of Keel to top of Upper Deck Beams *24.00*

Girth of Half Midship Frame (as per Rule) *38.62*

1st Number *80.99*

1st Number if a 3-Decked Vessel deduct 7 feet *73.99*

Length *218.58*

2nd Number *17702*

Proportions - Breadths to Length *5.94*

Depths to Length - Upper Deck to Keel *9.107*

Main Deck ditto *9.107*

LENGTH on deck as per Rule ...	Feet. Inches.		BREADTH - Moulded ...	Feet. Inches.		DEPTH top of Floors to Upper Deck Beams ... Do. do. Main Deck Beams ...	Feet. Inches.		Power of Engines ...	Horse.	No. of Decks with flat laid 2 No. of Tiers of Beams 2						
	Inches.			Inches.			Inches.				Inches.	16ths.	Inches.	16ths.			
Dimensions of Ship per Register, length, <i>231.4</i>			breadth, <i>37</i>			depth, <i>21.75</i>			<i>moulded depth - 23' 7"</i>								
KEEL, depth and thickness ...	<i>9 x 2 1/2</i>			<i>9 x 2 1/2</i>			<i>9 x 2 1/2</i>					<i>36</i>	<i>11</i>	<i>36</i>	<i>11</i>		
STEM, moulding and thickness ...	<i>8 1/2 x 2 1/2</i>			<i>8 1/2 x 2 1/2</i>			<i>8 1/2 x 2 1/2</i>					<i>36</i>	<i>11</i>	<i>36</i>	<i>11</i>		
STERN-POST for Rudder do. do. ...	<i>8 1/2 x 2 1/2</i>			<i>8 1/2 x 2 1/2</i>			<i>8 1/2 x 2 1/2</i>					<i>36</i>	<i>11</i>	<i>36</i>	<i>11</i>		
" " for Propeller ...	<i>8 1/2 x 2 1/2</i>			<i>8 1/2 x 2 1/2</i>			<i>8 1/2 x 2 1/2</i>					<i>36</i>	<i>11</i>	<i>36</i>	<i>11</i>		
Distance of Frames from moulding edge to moulding edge, all fore and aft ...	<i>24 ins</i>			<i>24 ins</i>			<i>24 ins</i>					<i>36</i>	<i>11</i>	<i>36</i>	<i>11</i>		
FRAMES, Angle Iron, for 1/2 length amidships ...	<i>5</i>	<i>3 1/2</i>	<i>8</i>	<i>5</i>	<i>3 1/2</i>	<i>8</i>						<i>36</i>	<i>11</i>	<i>36</i>	<i>11</i>		
Do. for 1/2 at each end ...	<i>3 1/2</i>	<i>3 1/2</i>	<i>8</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>8</i>						<i>36</i>	<i>11</i>	<i>36</i>	<i>11</i>		
REVERSED FRAMES, Angle Iron ...	<i>24 1/2</i>		<i>10</i>	<i>24 1/2</i>		<i>10</i>						<i>36</i>	<i>11</i>	<i>36</i>	<i>11</i>		
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships ...	<i>12 1/2</i>		<i>8</i>	<i>12 1/2</i>		<i>8</i>						<i>36</i>	<i>11</i>	<i>36</i>	<i>11</i>		
" thickness at the ends of vessel ...	<i>49</i>		<i>ins</i>	<i>49</i>		<i>ins</i>						<i>36</i>	<i>11</i>	<i>36</i>	<i>11</i>		
" depth at 3/4 the half-bdth. as per Rule ...	<i>49</i>		<i>ins</i>	<i>49</i>		<i>ins</i>						<i>36</i>	<i>11</i>	<i>36</i>	<i>11</i>		
" height extended at the Bilges ...	<i>49</i>		<i>ins</i>	<i>49</i>		<i>ins</i>						<i>36</i>	<i>11</i>	<i>36</i>	<i>11</i>		
BEAMS, Upper, Spar, or Awning Deck } Single or double Ang. Iron, Plate or Tee Bulb Iron } Single or double Angle Iron on Upper edge ...	<i>9</i>	<i>9</i>	<i>9</i>	<i>9</i>	<i>9</i>	<i>9</i>						<i>36</i>	<i>11</i>	<i>36</i>	<i>11</i>		
Average space ...	<i>48</i>		<i>ins</i>	<i>48</i>		<i>ins</i>						<i>36</i>	<i>11</i>	<i>36</i>	<i>11</i>		
BEAMS, Main, or Middle Deck } Single or double Ang. Iron, Plate or Tee Bulb Iron } Single or double Angle Iron on Upper Edge ...	<i>6 1/2</i>	<i>3</i>	<i>8</i>	<i>6 1/2</i>	<i>3</i>	<i>8</i>						<i>36</i>	<i>11</i>	<i>36</i>	<i>11</i>		
Average space ...	<i>48</i>		<i>ins</i>	<i>48</i>		<i>ins</i>						<i>36</i>	<i>11</i>	<i>36</i>	<i>11</i>		
BEAMS, Lower Deck } Single or double Ang. Iron, Plate or Tee Bulb Iron } Single or double Angle Iron on Upper Edge ...	<i>6 1/2</i>	<i>3</i>	<i>8</i>	<i>6 1/2</i>	<i>3</i>	<i>8</i>						<i>36</i>	<i>11</i>	<i>36</i>	<i>11</i>		
Average space ...	<i>24</i>		<i>ins</i>	<i>24</i>		<i>ins</i>						<i>36</i>	<i>11</i>	<i>36</i>	<i>11</i>		
BEAMS, Hold, or Orlop } Single or double Ang. Iron, Plate or Tee Bulb Iron } Single or double Angle Iron on Upper Edge ...	<i>9</i>	<i>9</i>	<i>9</i>	<i>9</i>	<i>9</i>	<i>9</i>						<i>36</i>	<i>11</i>	<i>36</i>	<i>11</i>		
Average space ...	<i>48</i>		<i>ins</i>	<i>48</i>		<i>ins</i>						<i>36</i>	<i>11</i>	<i>36</i>	<i>11</i>		
KEELSONS Centre line, single or double plate, box, or intercostal plates ...	<i>17</i>	<i>12</i>	<i>17</i>	<i>12</i>	<i>17</i>	<i>12</i>						<i>36</i>	<i>11</i>	<i>36</i>	<i>11</i>		
" Rider Plate ...	<i>11 1/2</i>	<i>12</i>	<i>11</i>	<i>12</i>	<i>11</i>	<i>12</i>						<i>36</i>	<i>11</i>	<i>36</i>	<i>11</i>		
" Bulb Plate to Intercostal Keelson ...	<i>5</i>	<i>4</i>	<i>9</i>	<i>5</i>	<i>4</i>	<i>9</i>						<i>36</i>	<i>11</i>	<i>36</i>	<i>11</i>		
" Angle Irons ...	<i>5</i>	<i>4</i>	<i>9</i>	<i>5</i>	<i>4</i>	<i>9</i>						<i>36</i>	<i>11</i>	<i>36</i>	<i>11</i>		
" Double Angle Iron Side Keelson ...	<i>5</i>	<i>4</i>	<i>9</i>	<i>5</i>	<i>4</i>	<i>9</i>						<i>36</i>	<i>11</i>	<i>36</i>	<i>11</i>		
" Side Intercostal Plate ...	<i>5</i>	<i>4</i>	<i>9</i>	<i>5</i>	<i>4</i>	<i>9</i>						<i>36</i>	<i>11</i>	<i>36</i>	<i>11</i>		
" do. Angle Irons ...	<i>5</i>	<i>4</i>	<i>9</i>	<i>5</i>	<i>4</i>	<i>9</i>						<i>36</i>	<i>11</i>	<i>36</i>	<i>11</i>		
" Attached to outside plating with angle iron ...	<i>3</i>	<i>3</i>	<i>7</i>	<i>3</i>	<i>3</i>	<i>7</i>						<i>36</i>	<i>11</i>	<i>36</i>	<i>11</i>		
BILGE Angle Irons ...	<i>5</i>	<i>4</i>	<i>9</i>	<i>5</i>	<i>4</i>	<i>9</i>						<i>36</i>	<i>11</i>	<i>36</i>	<i>11</i>		
" do. Bulb Iron ...	<i>5</i>	<i>4</i>	<i>9</i>	<i>5</i>	<i>4</i>	<i>9</i>						<i>36</i>	<i>11</i>	<i>36</i>	<i>11</i>		
" do. Intercostal plates riveted to plating for length ...	<i>5</i>	<i>4</i>	<i>9</i>	<i>5</i>	<i>4</i>	<i>9</i>						<i>36</i>	<i>11</i>	<i>36</i>	<i>11</i>		
BILGE STRINGER Angle Irons ...	<i>5</i>	<i>4</i>	<i>9</i>	<i>5</i>	<i>4</i>	<i>9</i>						<i>36</i>	<i>11</i>	<i>36</i>	<i>11</i>		
" Intercostal plates riveted to plating for length ...	<i>5</i>	<i>4</i>	<i>9</i>	<i>5</i>	<i>4</i>	<i>9</i>						<i>36</i>	<i>11</i>	<i>36</i>	<i>11</i>		
SIDE STRINGER Angle Irons ...	<i>5</i>	<i>4</i>	<i>9</i>	<i>5</i>	<i>4</i>	<i>9</i>						<i>36</i>	<i>11</i>	<i>36</i>	<i>11</i>		

The FRAMES extend in one length from *mid. line* to *gunwale* Riveted through plates with *7/8* in. Rivets, about *7"* apart.

The REVERSED ANGLE IRONS on floors and frames extend *from middle line to gunwale* and *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 *6 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 *4* Strakes at Bilge for *1/2* length, treble riveted with Butt Straps *1/6* 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 *1/2* length amidships. *Butts of Upper or Spar Sheerstrake, treble riveted for 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 *5 1/4*

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? *Yes & No* No. of Breasthooks, *5* Crutches, *5*

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *Domany iron 16 1/2 Consell*

Manufacturer's name or trade mark, *South Hookton & Co. & West. Hartlepool & Stockton M. S. Co.*

The above is a correct description.

Builder's Signature, *A. McWilliam Son* Surveyor's Signature, *C. J. Dodd*

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

7115 glo

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 Built in accordance with the approved tracing attached herewith, and with the Deed's Letter of the 18th June 1885. Steel used "Hall'side". Tested at manufacturer's Works.

N ^o .	SAILS.	CABLES, &c.	Thoms. 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					
		Chain	135 ¹ / ₂	82.75	230	Robertson			9687	32.1.18	30.10.0.0	32	Robertson
	Fore Sails,	Iron Stream Chain	134 ³ / ₈	59.1	11 ¹ / ₂₀	by			9688	7.0.17	30.0.2.14	total	by
	Fore Top Sails,	or Steel Wire	4 ¹ / ₂ 150 11 1/4	43.57	75.1	Lewis			9699	28.2.15	27.13.3.0	9 ¹ / ₂	Lewis
	Fore Topmast Stay Sails,	or Hempen Strm Cable	4 ¹ / ₂ 8 1/8 1/8	18		Tipton			9700	10.2.5	12.10.3.21	10 ¹ / ₂	
	Main Sails,	Towline, Hemp.	75	3 ¹ / ₂ steel	90.11	by			9716	5.1.16	7.16.1.0	5 ¹ / ₂	
	Main Top Sails,	or Steel Wire	15	11	90.9 ¹ / ₂	ER. White			9716	1.1.0		5 ¹ / ₂	
	and	Hawser	90	9 ¹ / ₂	90.8				9701	2.2.10	5.2.2.0	2 ¹ / ₂	
		Warp	120	4 ¹ / ₂ 110.4						0.1.22			
		quality											

Standing and Running Rigging Wire Ropes sufficient in size and g^d in quality. She has 2 Long Boat and 2 others.
The Windlass is M^r Onis' patent Capstans 2 g^d and Rudder g^d 2 Pumps Mills' Patent

Engine Room Skylights.—How constructed? How secured in ordinary weather?
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 water ports and 3 mooring pipes
Cargo Hatchways.—How formed? as usual.
State size Main Hatch 15' 10¹/₂ x 12 ft Forehatch 8 ft x 6 ft Quarterhatch 8 ft x 6 ft
If of extraordinary size, state how framed and secured? a shifting beam and
What arrangement for shifting beams? 3 fore and afters.
Hatches, If strong and efficient? strong & efficient.

Order for Special Survey No. 2015 Date 19th March 1885
Order for Ordinary Survey No. 40 Date 4th
No. 266 in builder's yard.
State dates of letters respecting this case 17th Mar, 23 May 17th June 1885
1st. On the several parts of the frame, when in place, and before the plating was wrought } Specially Surveyed: 1885:— Apr. 24, 29, May
2nd. On the plating during the process of riveting } 1, 5, 7, 8, 12, 15, 17, 19, 22, 26, 28, 29, June
3rd. When the beams were in and fastened, and before the decks were laid... } 1, 4, 9, 11, 12, 16, 18, 19, 22, 24, 26, 30; July, 1, 3,
4th. When the ship was complete, and before the plating was finally coated or cemented... } 8, 9, 10, 13, 15, 17, 25, 29, 31; Aug 4, 11, 14, 18,
5th. After the ship was launched and equipped } 20, 26, 27, 31 Sept. 1, 7, 15, 16.

General Remarks (State quality of workmanship, &c.) Workmanship good.
And the vessel is built in accordance with the tracings, 3rd number, attached herewith, and with the instructions contained in the letters above referred to approving of these tracings, and otherwise in accordance with the Rules.

Poop 32 ft including 3 ft of wings; Coaming plate 19x7/16 and 6/16 bulkhead, 4 bulbs at middle and one at each wing. Doors 5/16 iron covered with wood. Forecastle 22 ft, no front.
House 29 ft x 16' 6" x 6' 6" high. Coaming 19x6/16. SH^{ts} 5/16 satisf. fened with angles.

State if one, two, or three decked vessel, or if spar, or awning decked; and the lengths of poop, bridge, fore-castle, or raised quarter deck. (If double bottom, state particulars on separate form.)
How are the surfaces preserved from oxidation? Inside Cement Outside paint
I am of opinion this Vessel should be Classed 100 A.1.
The amount of the Entry Fee£ 4: is received by me, J. Dodd
Special£ 58: 19: 6 10/9 1885

(to be sent as per margin). Certificate ...
(Travelling Expenses, if any, £ ...)
Committee's Minute FRIDAY 19 SEPT 1885 18
Character assigned 100 A.1
2 decks

