

# IRON SHIP.

(Received at London Office, 17 SEPT 1885)

No. *4115* Survey held at *Dumbarton* Date, First Survey *24<sup>th</sup> 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 Awaiting Deck *66.18*

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

Ditto of Houses on Deck *86*

Ditto of Forecastle *30.27*

Gross Tonnage *130.99*

Less Engine Room *359.28*

Register Tonnage as cut on Beam

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

Length *218.58*

2nd Number *17702*

Proportions— Breadths to Length *5.94*

Depths to Length— Upper Deck to Keel *9.107*

Main Deck ditto

LENGTH on deck as per Rule *218* Feet. *7* Inches. BREADTH— Moulded *36* Feet. *9* Inches. DEPTH top of Floors to Upper Deck Beams *21* Feet. *11 1/2* Inches. Power of Engines *23* Horse. No. of Decks with flat laid *2* No. of Tiers of Beams *2*

Dimensions of Ship per Register, length, *231.4* breadth, *37* depth, *21.75* moulded depth *23.7*

KEEL, depth and thickness *9 x 2 1/2* Inches in Ship. *9 x 2 1/2* Inches per Rule.

STEM, moulding and thickness *8 1/2 x 2 1/2* Inches in Ship. *8 1/2 x 2 1/2* Inches per Rule.

STERN-POST for Rudder do. *8 1/2 x 2 1/2* Inches in Ship. *8 1/2 x 2 1/2* Inches per Rule.

" " for Propeller *24 ins* *24 ins*

Distance of Frames from moulding edge to moulding edge, all fore and aft *24 ins* *24 ins*

FRAMES, Angle Iron, for 1/2 length amidships *5 3/4 x 8* *5 3/4 x 8*

Do. for 1/2 at each end *3 1/2 x 8* *3 1/2 x 8*

REVERSED FRAMES, Angle Iron *3 1/2 x 8* *3 1/2 x 8*

FLOORS, depth and thickness of Floor Plate at mid line for half length amidships *24 1/2* *10* *24 1/2* *10*

" thickness at the ends of vessel *12 1/2 ins* *8* *12 1/2 ins* *8*

" depth at 1/2 the half-bdth. as per Rule *49 ins* *49 ins*

" height extended at the Bilges *49 ins* *49 ins*

BEAMS, Upper, Spar, or Awaiting Deck *9* *9* *9* *9*

Single or double Angle Iron, Plate or Tee Bulb Iron *3 1/2 x 7* *3 1/2 x 7*

Single or double Angle Iron on Upper edge *48 ins* *48 ins*

Average space *48 ins* *48 ins*

BEAMS, Main, or Middle Deck *6 1/2 x 8* *6 1/2 x 8*

Single or double Angle Iron, Plate or Tee Bulb Iron *6 1/2 x 8* *6 1/2 x 8*

Single or double Angle Iron on Upper edge *48 ins* *48 ins*

Average space *48 ins* *48 ins*

BEAMS, Forecastle *6 1/2 x 8* *6 1/2 x 8*

Single or double Angle Iron, Plate or Tee Bulb Iron *6 1/2 x 8* *6 1/2 x 8*

Single or double Angle Iron on Upper edge *24 ins* *24 ins*

Average space *24 ins* *24 ins*

BEAMS, Hold, or Orlop *9* *9* *9* *9*

Single or double Angle Iron, Plate or Tee Bulb Iron *3 1/2 x 7* *3 1/2 x 7*

Single or double Angle Iron on Upper edge *48 ins* *48 ins*

Average space *48 ins* *48 ins*

KEELSONS Centre line, single or double plate, *17* *12* *17* *12*

Box, or Intercoastal Plates *11 1/2* *12* *11 1/2* *12*

Rider Plate *5* *4* *9* *5* *4* *9*

Bulb Plate to Intercoastal Keelson *5* *4* *9* *5* *4* *9*

Angle Irons *5* *4* *9* *5* *4* *9*

Double Angle Iron Side Keelson *5* *4* *9* *5* *4* *9*

Side Intercoastal Plate *5* *4* *9* *5* *4* *9*

do. Angle Irons *5* *4* *9* *5* *4* *9*

Attached to outside plating with angle iron *5* *4* *9* *5* *4* *9*

BILGE Angle Irons *5* *4* *9* *5* *4* *9*

do. Bulb Iron *5* *4* *9* *5* *4* *9*

do. Intercoastal plates riveted to plating for length *5* *4* *9* *5* *4* *9*

BILGE STRINGER Angle Irons *5* *4* *9* *5* *4* *9*

Intercoastal plates riveted to plating for length *5* *4* *9* *5* *4* *9*

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

The FRAMES extend in one length from *mid. line* to *gunwale*

The REVERSED ANGLE IRONS on floors and frames extend from middle line to *gunwale*

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 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 *1/6* 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 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.? *Domestic Iron 16 1/2 lb. Consell*

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

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.

ROBERT EDMUND TAYLOR & SON Commercial and General Steam Printers, 19, Old Street, Goswell Road, E.C.1, London.

GLS151-0059



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**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

*Build in accordance with the approved tracing attached herewith, and with the Reg's Letter of the 18<sup>th</sup> June 1885. Steel used "Hallstede". Tested at Manufacturers Works.*

NUMBER for EQUIPMENT		Thoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	N <sup>o</sup> .	Weight.	Test per Certificate.	W't req'd per Rule.	Machine where Tested & Suprntd.
SAILS.									Ex. Stock.			
N <sup>o</sup> .	CABLES, &c.											
	Chain	135 1/2	1 1/8	82.75	27.01	Reherton	Bower Anchors	9687	32.1.18	30.10.0.0	32	Reherton
	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)						(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)					
Fore Sails,	Iron Stream Chain	134 3/8	1 1/8	59.1	11.20	by		9688	31.3.2	30.0.2.4	total	by
Fore Top Sails,	or Steel Wire	42 1/2	1 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	42 1/2	1 1/4	43.57	75.1	Lewis		9700	10.2.5	12.10.3.21	5 1/2	Lewis
Main Sails,	Towline, Hemp.	75	3 1/2	118	90.11	Lewis		9701	2.1.0	7.16.1.0	5 1/2	Lewis
Main Top Sails,	or Steel Wire	15	1 1/2	118	90.9 1/2	ER. Smith	Stream Anchor	9701	2.2.10	5.2.2.0	2 1/2	
and	Hawser	90	9 1/2	118	90.8		Kedge		0.1.22			
	Warp	120	4 1/2	110.4			2nd Kedge					
	quality											

Standing and Running Rigging *Wire Ropes* sufficient in size and *g<sup>d</sup>* in quality. She has *2* Long Boat and *2* others.

The Windlass is *M<sup>r</sup> Onie's patent* Capstans *2. g<sup>d</sup>* and Rudder *g<sup>d</sup>* 2 Pumps *Mills Patent*

Engine Room Skylights.—How constructed? ☒ How secured in ordinary 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 down moving pipes*

Cargo Hatchways.—How formed? *as usual*

State size Main Hatch *15' 10 1/2" 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 *19 March 1885*  
Order for Ordinary Survey No. *266*  
Date *19 March 1885*  
No. *266* in builder's yard.  
State dates of letters respecting this case *17<sup>th</sup> Mar, 23 May 170<sup>th</sup> June 1885*

1st. On the several parts of the frame, when in place, and before the plating was wrought	<i>Specially Surveyed: 1885: Apr. 24, 29, May 1, 5, 7, 8, 12, 15, 17, 19, 21, 26, 28, 29, June 1, 4, 9, 11, 12, 16, 18, 19, 22, 24, 26, 30, July 1, 3, 8, 9, 10, 13, 15, 17, 25, 29, 31, Aug 4, 11, 14, 18, 20, 26, 27, 31 Sept. 1, 7, 15, 16.</i>
2nd. On the plating during the process of riveting	
3rd. When the beams were in and fastened, and before the decks were laid...	
4th. When the ship was complete, and before the plating was finally coated or cemented...	
5th. After the ship was launched and equipped	

General Remarks (State quality of workmanship, &c.)

*Workmanship good.*

*And the vessel is built in accordance with the tracings, 3<sup>rd</sup> 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 bulks at middle and one at each wing. Doors 5/8 in covered with wood. Forecastle 22 ft, no front.

House 29 ft x 16' 6" x 6' 6" high. Coaming 19x6/16. SH<sup>ts</sup> 5/8 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 16/9 1885

(to be sent as per margin). Certificate ...

(Travelling Expenses, if any, £ ...)

Committee's Minute

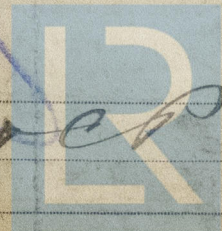
FRIDAY 19 SEPT 1885

18

Character assigned

*100 A.1.*

*2 decks*



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