

# IRON SHIP.

No. 4183 Survey held at Glasgow Date, First Survey 19<sup>th</sup> May

(Received at London Office, MONDAY 2<sup>nd</sup> Nov 1885)  
Last Survey 30<sup>th</sup> Oct. 1885

On the Sailing Barque "Pass of Keny"

TONNAGE under ONE, OR TWO DECKED, THREE DECKED VESSEL,  
Tonnage Deck 1214.20  
SPAR, OR AWNING DECKED VESSEL.

Ditto of Third Span, 65.62 Half Breadth (moulded) 18.14

Ditto of Poop, 26.14 Depth from upper part of Keel to top of Upper Deck Beams 24.08

Ditto of Houses on Deck 6.86 Girth of Half Main Deck Frame (as per Rule) 34.20

Ditto of Forecastle 1315.42 1st Number 49.42

Gross Tonnage 36.98 1st Number, if 2 Decked Vessel deduct 7 feet

Less Crew Space 1248.44 Length 223.58

Less Engine Room 2nd Number 17456

Register Tonnage as cut on Beam 1248.44 Proportions—Breadths to Length 6.16

Depths to Length—Upper Deck to Keel 9.28

Main Deck ditto

Master H. Mackie

Built at Glasgow

When built 1885 Launched 13<sup>th</sup> Oct.

By whom built London & Glasgow Co.

Owners Gibson & Clark

Residence Glasgow

Port belonging to Glasgow

Destined Voyage Sydney

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

Built under Special Survey

LENGTH on deck as per Rule 223.58 BREADTH—Moulded 36.28 DEPTH top of Floors to Upper Deck Beams 21.45 Power of Engines — Horse. — N<sup>o</sup>. of Decks with flat laid Two N<sup>o</sup>. of Tiers of Beams Two

Dimensions of Ship per Register, length, 223.5 breadth, 36.45 depth, 21.45 Moulded depth 23.4

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

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

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

" " for Propeller 24 Inches in Ship. Inches per Rule. 24

Distance of Frames from moulding edge to moulding edge, all fore and aft 24 Inches in Ship. Inches per Rule. 24

FRAMES, Angle Iron, for 1/2 length amidships 5 3 8 Inches in Ship. Inches per Rule. 5 3 8

Do. for 1/2 at each end 5 3 4 Inches in Ship. Inches per Rule. 5 3 4

EVERSED FRAMES, Angle Iron 3 1/2 3 8 Inches in Ship. Inches per Rule. 3 1/2 3 8

LOORS, depth and thickness of Floor Plate at mid line for half length amidships 28 Inches in Ship. Inches per Rule. 28

" thickness at the ends of vessel 8 Inches in Ship. Inches per Rule. 8

" depth at 3/4 the half-bdth. as per Rule 14 1/2 Inches in Ship. Inches per Rule. 14 1/2

" height extended at the Bilges 56 Inches in Ship. Inches per Rule. 56

BEAMS, Upper, Spar, or Awning Deck 8 1/2 8 8 1/2 8 Inches in Ship. Inches per Rule. 8 1/2 8 8 1/2 8

Single or double Angle Iron, Plate or Tee Bulb Iron 3 3 4 3 3 4 Inches in Ship. Inches per Rule. 3 3 4 3 3 4

Single or double Angle Iron on Upper edge 48 Inches in Ship. Inches per Rule. 48

Average space 48 Inches in Ship. Inches per Rule. 48

BEAMS, Main, or Middle Deck 8 1/2 8 8 1/2 8 Inches in Ship. Inches per Rule. 8 1/2 8 8 1/2 8

Single or double Angle Iron, Plate or Tee Bulb Iron 3 3 4 3 3 4 Inches in Ship. Inches per Rule. 3 3 4 3 3 4

Single or double Angle Iron on Upper edge 48 Inches in Ship. Inches per Rule. 48

Average space 48 Inches in Ship. Inches per Rule. 48

BEAMS, Hold, or Orlop 8 1/2 8 8 1/2 8 Inches in Ship. Inches per Rule. 8 1/2 8 8 1/2 8

Single or double Angle Iron, Plate or Tee Bulb Iron 3 3 4 3 3 4 Inches in Ship. Inches per Rule. 3 3 4 3 3 4

Single or double Angle Iron on Upper edge 48 Inches in Ship. Inches per Rule. 48

Average space 48 Inches in Ship. Inches per Rule. 48

KEELSONS Centre line, single or double plate, 14 12 14 12 Inches in Ship. Inches per Rule. 14 12 14 12

Box, or Intercoastal, Plates 10 3/4 12 10 3/4 12 Inches in Ship. Inches per Rule. 10 3/4 12 10 3/4 12

Rider Plate 5 4 9 5 4 9 Inches in Ship. Inches per Rule. 5 4 9 5 4 9

Bulb Plate to Intercoastal Keelson 5 4 9 5 4 9 Inches in Ship. Inches per Rule. 5 4 9 5 4 9

Angle Irons 5 4 9 5 4 9 Inches in Ship. Inches per Rule. 5 4 9 5 4 9

Double Angle Iron Side Keelson 5 4 9 5 4 9 Inches in Ship. Inches per Rule. 5 4 9 5 4 9

Side Intercoastal Plate 5 4 9 5 4 9 Inches in Ship. Inches per Rule. 5 4 9 5 4 9

do. Angle Irons 5 4 9 5 4 9 Inches in Ship. Inches per Rule. 5 4 9 5 4 9

Attached to outside plating with angle iron 3 3 4 3 3 4 Inches in Ship. Inches per Rule. 3 3 4 3 3 4

BILGE Angle Irons 5 4 9 5 4 9 Inches in Ship. Inches per Rule. 5 4 9 5 4 9

do. Bulb Iron 5 4 9 5 4 9 Inches in Ship. Inches per Rule. 5 4 9 5 4 9

do. Intercoastal plates riveted to plating for length 5 4 9 5 4 9 Inches in Ship. Inches per Rule. 5 4 9 5 4 9

BILGE STRINGER Angle Irons 5 4 9 5 4 9 Inches in Ship. Inches per Rule. 5 4 9 5 4 9

Intercoastal plates riveted to plating for length 5 4 9 5 4 9 Inches in Ship. Inches per Rule. 5 4 9 5 4 9

SIDE STRINGER Angle Irons 5 4 9 5 4 9 Inches in Ship. Inches per Rule. 5 4 9 5 4 9

The FRAMES extend in one length from keel to gunwale Riveted through plates with 3/8 in. Rivets, about 4 apart.

The REVERSED ANGLE IRONS on floors and frames extend from middle line to gunwale and to 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 1/8 in. diameter, averaging 5 3/8 ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 3/8 in. diameter, averaging 3 1/2 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/8 in. diameter averaging 3 1/2 ins. from centre to centre.

Butts of 4 Strakes at Bilge for half length, treble riveted with Butt Straps 3/8 thicker than the plates they connect.

Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 3/8 in. diameter, averaging 3 1/2 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/8 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 half length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.

Butts of Main Stringer Plate, treble riveted for half length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length.

Breadth of laps of plating in double riveting 6 in. Breadth of laps of plating in single riveting 6 in.

Butt Straps of Keelsons, Stringer and Tie Plates, treble or double Riveted? Yes No. of Breasthooks, Five Crutches, Five

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

Manufacturer's name or trade mark, West Hartlepool, M. Strocton, Clydesdale, Coats, Consett, & Bowesfield.

The above is a correct description.

Builder's Signature, Engineering & Iron Ship Building Co. Limited Surveyor's Signature, J. S. Thomson

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

ROBERT EDWARD TAYLOR & SON Commercial and General Steam Printers, 10, Old Street, Goswell Road, E.C., London.

GLS151-0153



7183 gls  
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 in the butts.*

Masts, Bowsprit, Yards, &c., are *Steel & pine* 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 *Steel as per accompanying tracing and specification.*

*Plates manufactured by Steel Co. of Scotland*

NUMBER for EQUIPMENT (18) 18934		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	N <sup>o</sup> .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested & Suprntd.
SAILS.		CABLES, &c.										
N <sup>o</sup> .	Chain	2693	1 1/8	598	240.148	2-8 1/2	Bower Anchors	19927	32-1-2	30-8-0-14	32-0-0	
Fore Sails,	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	<i>Tipton &amp; Rutherford, &amp; R. Smith &amp; D. Lewis.</i>										
Fore Top Sails,	Iron Stream Chain	75	1	18	75-1			19927	32-0-18	30-6-1-0	32-1-0	
Fore Topmast Stay Sails,	Steel Wire ..							19930	24-2-20	26-18-3-0	24-1-0	
	or Hampton Str.											
	Cable .....											
Main Sails,	Towline, <i>Hampton</i>	90	3 1/2	26	90.3 1/2		Stream Anchor	19928	10-2-16	12-13-0-14	10-2-0	
	Steel Wire ..	90	3 1/4	22								
Main Top Sails,	Hawser .....	90	9 1/2		90.9 1/2		Kedge	19931	5-1-25	4-16-1-0	5-1-0	
and	Warps .. 2 off.	90	6		90.6		2nd Kedge	19930	2-3-5	5-4-2-0	2-2-0	
	quality <i>good</i>	90	5									

Standing and Running Rigging is *iron wire & hump* sufficient in size and *good* in quality. She has *2 life long* Boats and *2 others*.

The Windlass is *Clarke, Chapman & Co.* Capstan *Good* and Rudder *Good* Pumps *Good*

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? *On each side, 5 ports, 2 mooring pipes, and 4 scuppers.*

Cargo Hatchways.—How formed? *Of plates and angles fitted in the usual manner.*

State size Main Hatch *16'-0" x 11'-4" x 21"* Fore hatch *8'-0" x 7'-4" x 24"* Quarter hatch *8'-0" x 6'-4" x 24"*

If of extraordinary size, state how framed and secured? *In main hatchway one deep web plate and one fore and after; in each of the others one fore and after.*

What arrangement for shifting beams? *✓*

Hatches, If strong and efficient? *Solid & pine*

Order for Special Survey No. *2030*  
Date *30 May 1885*  
Order for Ordinary Survey No. *250*  
Date *30 May 1885*  
No. *250* in builder's yard.  
State dates of letters respecting this case *Secretary's 25<sup>th</sup> April, 2<sup>nd</sup> May, 12<sup>th</sup> May, & 21<sup>st</sup> May, 1885.*

General Remarks (State quality of workmanship, &c.) *Workmanship and material good.*

*This vessel is built in accordance with the enclosed tracing of midship section, the Secretary's letters referred to above, and in general conformity with the Rules for the class contemplated.*

How are the surfaces preserved from oxidation? Inside *Cement and paint* Outside *Composition and paint.*

I am of opinion this Vessel should be Classed *100 A.1*

The amount of the Entry Fee .....£ *4* : *✓* : *✓* is received by me, *(Signature)*

Special .....£ *56* : *19* : *6* *31/10/1885*

(To be sent as per margin). Certificate ... *✓* : *✓* : *✓*

(Travelling Expenses, if any, £ .....

Committee's Minute *Tuesday, November, 3rd 1885.*

Character assigned *100 A.1*

*(Signature)*  
Surveyor to Lloyd's Register of British and Foreign Shipping.  
It is submitted that this vessel appears to be worthy of the favorable consideration of the Committee to be classed 100 A.1 as recommended.

Lloyd's Register of Shipping  
2/11/85