

# IRON SHIP.

MOVED 28 JUNE 1886

No. **4523** Survey held at **Glasgow** Date, First Survey **30<sup>th</sup> Dec 1885** Last Survey **23<sup>rd</sup> June 1886**

On the **Ship County of Roxburgh** Master **J. Stronach**

TONNAGE under Tonnage Deck **2055.44** **ONE OR TWO DECKED, THREE DECKED VESSEL,**

**SPAR, OR AWNING DECKED VESSEL.**

Half Breadth (moulded) **21.63** Built at **Glasgow**

Depth from upper part of Keel to top of Upper Deck Beams **26.75** When built **1886** Launched **3<sup>rd</sup> June 1886**

Girth of Main Midship Frame (as per Rule) **43.00** By whom built **Barclay, Curle & Co.**

1st Number **91.38** Owners **R. & J. Craig**

2nd Number **24901** Residence **Glasgow**

Length **272.5** Port belonging to **Glasgow**

2nd Number **24901** Destined Voyage **Calcutta**

Proportions— Breadths to Length **6.3** If Surveyed while Building, Afloat, or in Dry Dock.

Depths to Length—Upper Deck to Keel **10.18** **Built under Special Survey.**

Main Deck ditto **10.18**

LENGTH on deck as per Rule **272 6** BREADTH—Moulded **43 3** DEPTH top of Floors to Upper Deck Beams **24 3** Power of Engines **2** No. of Decks with flat laid **2** No. of Tiers of Beams **2**

Dimensions of Ship per Register, length, **285.6** breadth, **43.5** depth, **24.05** Moulded depth **25.11**

KEEL, depth and thickness **10 x 2 3/4** PLATES in Garboard Strakes, br'dth & thickness **47 1/2**

STEM, moulding and thickness **10 x 2 3/4** From Garboard to upper part of Bilges **11**

STERN-POST for Rudder do. do. **10 x 2 3/4** Of d'ble at Bilge, or increased thickness, and length applied **3 Strakes increased 1/6**

Distance of Frames from moulding edge to moulding edge, all fore and aft **24** From up. prt of Bilge to l. edge of Sheerstrake **11**

FRAMES, Angle Iron, for 1/2 length amidships **5 1/2 x 3 1/2 x 8** Main Sheerstrake, breadth and thickness **47 1/2 x 12**

Do. for 1/2 at each end **3 1/2 x 3 1/2 x 7** Of d'ble at Sheerstrake & l. edge applied **47 1/2 x 12**

REVERSED FRAMES, Angle Iron **3 1/2 x 3 1/2 x 8** From Main to Upper or Spar Dk. Sheerstrake **12**

FLOORS, depth and thickness of Floor Plate at mid line for half length amidships **30** Up or Spar Dk. Sheerstrake, breadth & thickness **27 1/2 x 10 1/3-9**

thickness at the ends of vessel **15** But Straps to outside plating, breadth & thickness **27 1/2 x 10 1/3-9**

depth at 3/4 the half-bdth. as per Rule **15** Lengths of Plating **6 Spans**

height extended at the Bilges **15** Shifts of Plating, and Stringers **2**

BEAMS, Upper, Spar, or Awning Deck **10** Gunwale Plate on ends of Awning Spar, or Upper Deck Beams, breadth and thickness **54 x 10**

Single or d'ble Ang. Iron, Plate or Tee Bulb Iron **3 1/2 x 3 1/2 x 7** Angle Iron on ditto **6 x 4 x 9/16**

Single or double Angle Iron on Upper edge **48** Tie Plates fore and aft, outside Hatchways **20 x 10**

Average space **48** Diagonal Tie Plates on Beams No. of Pairs **20 x 10**

BEAMS, Main, or Middle Deck **11** Flat of Up., Spar, or Awning Dk. **4**

Single or d'ble Ang. Iron, Plate or Tee Bulb Iron **3 1/2 x 3 1/2 x 8** How fastened to Beams **As required**

Single or double Angle Iron on Upper Edge **48** Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness **40 x 9**

Average space **48** Is the Stringer Plate attached to the outside plating? **No**

BEAMS, Lower Deck **11** Angle Irons on ditto, No. **4 x 4 x 9/16**

Single or d'ble Ang. Iron, Plate or Tee Bulb Iron **3 1/2 x 3 1/2 x 8** Tie Plates, outside Hatchways **15 x 9**

Single or double Angle Iron on Upper Edge **48** Diagonal Tie Plates on Beams, No. of pairs **15 x 9**

Average space **48** Flat of Middle Deck, do. do. **3**

BEAMS, Hold, or Orlop **19** How fastened to Beams **As required**

Single or d'ble Ang. Iron, Plate or Tee Bulb Iron **13** Stringer Plates on ends of Lower Deck, Hold, or Orlop Beams **40 x 9**

Single or double Angle Iron on Upper Edge **13** Is the Stringer Plate attached to the outside plating? **No**

Average space **13** Angle Irons on ditto, No. **4 x 4 x 9/16**

KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates **19** Tie Plates, outside Hatchways **15 x 9**

" Rider Plate **13** Diagonal Tie Plates on Beams, No. of pairs **15 x 9**

" Bulk Plate to Intercoastal Keelson **6** Flat of Middle Deck, do. do. **3**

" Angle Irons **6** How fastened to Beams **As required**

" Double Angle Iron Side Keelson **6** Stringer Plates on ends of Lower Deck, Hold, or Orlop Beams **40 x 9**

" Side Intercoastal Plate **6** Is the Stringer Plate attached to the outside plating? **No**

" do. Angle Irons **6** Angle Irons on ditto, No. **4 x 4 x 9/16**

" Attached to outside plating with angle iron **6** Tie Plates, outside Hatchways **15 x 9**

BILGE Angle Irons **6** Diagonal Tie Plates on Beams, No. of pairs **15 x 9**

" do. Bulk Iron **6** Flat of Middle Deck, do. do. **3**

" do. Intercoastal plates riveted to plating for length **6** How fastened to Beams **As required**

BILGE STRINGER Angle Irons **6** Stringer Plates on ends of Lower Deck, Hold, or Orlop Beams **40 x 9**

Intercoastal plates riveted to plating for length **6** Is the Stringer Plate attached to the outside plating? **No**

SIDE STRINGER Angle Irons **6** Angle Irons on ditto, No. **4 x 4 x 9/16**

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

The REVERSED ANGLE IRONS on floors and frames extend **from middle line to Foremast** And butts properly shifted? **Yes**

KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? **Yes**

PLATING. Garboard, double riveted to Keel, with rivets **1 1/8** in. diameter, averaging **5 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 Main Sheerstrake at Bilge for half length, treble riveted with Butt Straps **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 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 half 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? **Double & Treble** No. of Breasthooks, **7** Crutches, **6**

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

Manufacturer's name or trade mark, **Shill - Corbett & Co. Ltd. Inside plates - Shill - Corbett & Co. Ltd. Outside plates - Shill - Corbett & Co. Ltd.**

The above is a correct description.

Builder's Signature, **For Barclay, Curle & Co. Ltd.** Surveyor's Signature, **Geo. J. Smith**

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



7523 Jls Planed

Workmanship. Are the butts of plating planed or otherwise fitted? *Yes*  
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 *Iron* 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 *Spars are in accordance with approved Specification attached hereto. The iron has been tested as required by the Rules & found good.*

NUMBER for EQUIPMENT		Yathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	N <sup>o</sup> .	Weight. Ex. Stock.	Test per Certificate.	Wght req'd per Rule.	Machine where Tested & Suprntd.
SAILS.												
CABLES, &c.												
No.	Chain	135	2 1/2	107 1/2	270-2 1/2	3/5/86	Bower Anchors	1	40.0.0	35.5.0.0	40.0.0	12/6/86
	Fore Sails,	135	2 1/2	107 1/2	270-2 1/2	3/5/86	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	1	39.1.3	35.5.2.4	40.0.0	12/6/86
No.	Fore Top Sails,	100	1 1/2	100-1 1/2	100-1 1/2	3/5/86		1	35.0.1	32.7.2.0	34.0.0	12/6/86
	Fore Topmast Stay Sails,	All tested at Glasgow by J. Seddon						All tested at Glasgow by J. Seddon				
No.	Towline, Hemp	90	4" Steel	33 tons	90-12"	16/6/86	Stream Anchor	1	12.0.4	13.7.2.0	12.0.0.0	12/6/86
	as Steel Wire	90	11" Manila	90-11"	90-11"	16/6/86	Kedge	1	6.0.0	8.5.0.0	6.0.0.0	12/6/86
No.	Hawser	90	7"	90-7"	90-7"	16/6/86	2nd Kedge	1	2.3.24	5.10.0.0	3.0.0	12/6/86
	Warp	90	6"	90-6"	90-6"	16/6/86						
and		quality										

Standing and Running Rigging *Nie & Hump* sufficient in size and *good* in quality. She has *2* Life Long Boats and *3* others  
The Windlass is *Napier Brothers* 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? *Scuppers on each side*

Cargo Hatchways.—How formed? *Iron Coaming*

State size Main Hatch *15.10 x 10.6 x 19 high* Fore hatch *8.0 x 8.0 x 19 high* Quarter hatch *8.0 x 8.0 x 26 high*

If of extraordinary size, state how framed and secured? *None do.*

What arrangement for shifting beams? *1st plate in main hatch*

Hatches, If strong and efficient? *Yes, solid.*

Order for Special Survey No. <i>2062</i>	1st. On the several parts of the frame, when in place, and before the plating was wrought	<i>1885 December 30. 1886 January 15. 18. 27. Feb.</i>
Date <i>18 Dec 1885</i>	2nd. On the plating during the process of riveting	<i>2. 8. 12. 18. 25. March 2. 8. 10. 15. 19. 24. 29.</i>
Order for Ordinary Survey No. <i>343</i>	3rd. When the beams were in and fastened, and before the decks were laid....	<i>April 2. 7. 14. 20. 26. May 3. 7. 10. 11. 14. 18. 19. 21.</i>
Date <i>18 Dec 1885</i>	4th. When the ship was complete, and before the plating was finally coated or cemented..	<i>25. 28. June 1. 7. 11. 14. 17.</i>
No. <i>343</i> in builder's yard.	5th. After the ship was launched and equipped	
State dates of letters respecting this case		<i>17th December 1885.</i>

General Remarks (State quality of workmanship, &c.)  
*The workmanship is good and the vessel has been constructed in accordance with the approved sketches of midship section and deck plan. Two forging reports and the Specification of spars is attached hereto. The fore peak has been filled and the bulkhead & shell found very good.*

Forecastle *37.0" Iron bulkhead.*  
*Iron hood up or short poop, enclosed for 9.0" with sides extending 8.0" forward, and protecting after end of deck house.*  
*Fore-deck house (Iron) 18.0 x 10.6. Midship deck house (Iron) 14.6 x 12.0. After deck house (Iron with after end wood) 37.0 x 20.6.*

State if one, two, or three decked vessel, and the lengths of poop, bridge, forecastle, or raised quarter deck. (If double bottom, state particulars on separate form.)

How are the surfaces preserved from oxidation? Inside *Cement & Paint* Outside *Paint*

I am of opinion this Vessel should be Classed *100 A.1. Two decks, two tiers of frames.*

The amount of the Entry Fee .....£ 5 : - : - is received by me, *24/6 1886*

Special .....£ 48 : - : -

To be sent as per margin. Certificate ...

Committee's Minute *TUESDAY 29 JUNE 1886*

Character assigned *100 A.1*

*Ras. L. Smith.*  
Surveyor to Lloyd's Register of British and Foreign Shipping.  
It is submitted that this vessel has been built in accordance with the accompanying approved plans and appears to be eligible to be classed 100 A.1 as recommended.  
"28th"  
28/6/86