

# IRON SHIP.

(Received at London Office AUGUST 1886)

No. 4592 Survey held at Glasgow Date, First Survey 9<sup>th</sup> Dec<sup>r</sup> 1885 Last Survey 23<sup>rd</sup> August 1886  
On the Iron Ship "Earl of Aberdeen" 4 Steel Rigged (Barque)

**TONNAGE** under Tonnage Deck 2064.87 **ONE, OR TWO DECKED, THREE DECKED VESSEL, OR AWNING DECKED VESSEL.**  
Ditto of Third, Spar, or Awning Deck. 93.82 **Half Breadth** (moulded) 21.25  
Ditto of Poop, or Raised Qr. Deck 38.42 **Depth** from upper part of Keel to top of Upper Deck Beams 27.08  
Ditto of Houses on Deck 69.5 **Girth** of Half Midship Frame (as per Rule) 42.91  
Ditto of Forecastle 69.5 **1st Number** 91.24  
Gross Tonnage 2204.13 **1st Number, if a 2-Decked Vessel deduct 7 feet**  
Less Crew Space 71.17 **Length** 279.75  
2132.96 **2nd Number** 255.24  
Less Engine Room 2132.96 **Proportions— Breadths to Length** 6.58  
Register Tonnage as out on Beam 2132.96 **Depths to Length— Upper Deck to Keel** 10.23  
**Main Deck ditto** 10.23

**Master** Capt. Shaw  
**Built at** Glasgow  
**When built** 1885-86 **Launched** 31 July 1886  
**By whom built** C. Cornell & Co.  
**Owners** David Brown & Sons  
**Residence** 147 Leadenhall Street  
**Port belonging to** London  
**Destined Voyage** Cardiff  
**If Surveyed while Building, Afloat, or in Dry Dock.**  
Built under Special Survey.


LENGTH	Feet.	Inches.	BREADTH—	Feet.	Inches.	DEPTH	Feet.	Inches.	Power of	Horse.	N <sup>o</sup> . of Decks with flat laid	N <sup>o</sup> . of Tiers of Beams
on deck as			Moulded...			top of Floors to Upper Deck Beams			Engines...			
per Rule	279	7		42	6		24	3			Two	Two
Dimensions of Ship per Register, length, 291.2 breadth, 42.65 depth, 24												
KEEL, depth and thickness	Inches in Ship.		Inches per Rule		Inches in Ship.		Inches per Rule		Moulded depth 21.5			
STEM, moulding and thickness...	10 x 2 3/4		10 x 2 3/4		10 x 2 3/4		10 x 2 3/4		Flat Keel Plates breadth and thickness			
STERN-POST for Rudder do. do.	10 x 2 3/4		10 x 2 3/4		10 x 2 3/4		10 x 2 3/4		PLATES in Garboard Strakes, br'dth & thickness			
" " for Propeller	10 x 2 3/4		10 x 2 3/4		10 x 2 3/4		10 x 2 3/4		" From Garboard to upper part of Bilges...			
Distance of Frames from moulding edge to moulding edge, all fore and aft	24		24		24		24		" Of plating at Bilge, or increased thickness, and length applied			
FRAMES, Angle Iron, for 2/3 length amidships	5 1/2		5 1/2		8		8		" From up. prt of Bilge to lr. edge of Sh'rstrake			
Do. for 1/2 at each end	3 1/2		3 1/2		7		7		" Main Sheerstrake, breadth and thickness.....			
REVERSED FRAMES, Angle Iron	3 1/2		3 1/2		8		8		" Of plating at Sh'rstrake & lng. applied			
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	3 3/4		3 3/4		10		10		" From Main to Up. or Spar Dk Sh'rstrake			
" thickness at the ends of vessel	17		17		8		8		" Up. or Spar Dk Sh'rstrake, br'dth & thickness			
" depth at 3/4 the half-bdth. as per Rule	19		19		8		8		Butt Straps to outside plating, breadth & thickness			
" height extended at the Bilges...	10		10		10		10		Lengths of Plating			
BEAMS, Upper, Spar, or Awning Deck	3 1/2		3 1/2		7		7		Shifts of Plating, and Stringers			
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	4 8		4 8		7		7		Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness...			
Single or double Angle Iron on Upper edge	10		10		11		11		Angle Iron on ditto			
Average space...	3 1/2		3 1/2		8		8		Tie Plates fore and aft, outside Hatchways			
BEAMS, Main or Middle Deck	3 1/2		3 1/2		8		8		Diagonal Tie Plates on Beams No. of Pairs			
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	4 8		4 8		8		8		Flat of Up., Spar, or Awning Dk.*			
Single or double Angle Iron, on Upper Edge	10		10		11		11		How fastened to Beams			
Average space...	3 1/2		3 1/2		8		8		Stringer Plate on ends of Main or Middle Deck			
BEAMS, Lower Deck—	3 1/2		3 1/2		8		8		Beams, breadth and thickness			
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	4 8		4 8		8		8		Is the Stringer Plate attached to the outside plating?			
Single or double Angle Iron on Upper Edge	10		10		11		11		Angle Irons on ditto, No.			
Average space...	3 1/2		3 1/2		8		8		Tie Plates, outside Hatchways			
BEAMS, Hold, or Orlop	3 1/2		3 1/2		8		8		Diagonal Tie Plates on Beams, No. of pairs			
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	4 8		4 8		8		8		Flat of Middle Deck* do do			
Single or double Angle Iron on Upper Edge	10		10		11		11		How fastened to Beams			
Average space...	3 1/2		3 1/2		8		8		Stringer Plates on ends of Lower Deck, Hold or Orlop Beams			
KEELSONS Centre line, single or double plate, bon, or Intercoastal Plates	19		13		19		13		Is the Stringer Plate attached to the outside plating?			
" Rider Plate	13		13		13		13		Angle Irons on ditto, No. 2			
" Bulk Plate to Intercoastal Keelson	6		4		9		6		4		9	
" Angle Irons	6		4		9		6		4		9	
" Double Angle Iron Side Keelson	6		4		9		6		4		9	
" Side Intercoastal Plate	6		4		9		6		4		9	
" do Angle Irons	6		4		9		6		4		9	
" Attached to outside plating with angle iron	6		4		9		6		4		9	
BILGE Angle Irons	6		4		9		6		4		9	
" do Bulk Iron	6		4		9		6		4		9	
" do Intercoastal plates riveted to plating for length	6		4		9		6		4		9	
BILGE STRINGER Angle Irons	6		4		9		6		4		9	
Intercoastal plates riveted to plating for length	6		4		9		6		4		9	
SIDE STRINGER Angle Irons	6		4		9		6		4		9	
The FRAMES extend in one length from	6		4		9		6		4		9	

The **FRAMES** extend in one length from middle line to gunwale  
The **REVERSED ANGLE IRONS** on floors and frames extend from middle line to gunwale and to forecastle 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 5 1/2 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 Shell Strakes Bilge for 1/2 length, treble riveted with Butt Straps 1/16 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. 1" Rivets in Sheerstrake  
" 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 length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length.  
" Breadth of laps of plating in double riveting 5 1/2 x 6 Breadth of laps of plating in single riveting 5 1/2 x 6  
Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Double No. of Breasthooks, 6 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, Plato. Consett Anglo-Cats  
The above is a correct description.  
Builder's Signature, Charles Cornell & Co. Surveyor's Signature, Chas. Loring  
Surveyor to Lloyd's Register of British and Foreign Shipping.



4592 gls

Planned



Yes  
Yes  
Yes

Handwritten cursive letters 'y' and 'z' on lined paper. The 'y' is formed with a single stroke, and the 'z' is formed with two strokes. Both letters are written in a fluid, connected style.

a few

a few

Steel  
Lain by a Sketch

The spars are constructed in accordance

with the approved description attached hereto. The Stud has been  
listed as required by the Rules and found good. Consett & Chyresdale

Reference should be made to any correspondence connected with the case.

in Top Sails,  
*Good*  
and Bunnin

good and Ru

How secured in ordinary weather?

### How are lids secured?

✓

Five moving, five wash parks

Plates &amp; angles.

How formed? *1. Erosion*  
 $20.0' \times 10.0' \times 30'$

Not of "extraordinary size"

ed and secured? Not of extraordinary  
one web plate & 3 fins & apfers in Main hatch;

Yes solid, 3" thick

86  
DATES of Surveys  
held while building  
as per Section 18.

The worst Enamship is from the vessel has

been constructed in accordance with the approved sketch of midship  
Irvine and in general conformity with the Rules. The sketch of rigging &c.,  
the approved description of spars and two forging reports are also attached  
hereto. The fore mast has been tested as required and found good.  
The two deck breastworks required by the Rules, could not be fitted  
owing to the lower pipes being led down below the upper deck, but vertical  
plates extending from side to side & riveted to the frames have been fitted, and  
the strength fully made up.

43. " with 4 ft overhang 44 ft

Cement & Paint

100 A.I.

is received by me,  
28/8/1880

Certificate ... ✓ : - : ✓

(to be sent as per margin). Certificate  
(Travelling Expenses, if any, £ .....).

TUESDAY 31 AUGUST 1886 18

100A  
AACP

2 Dhs 1 Ince

Chas. Edwards

Surveyor to Lloyd's Register of British and Foreign Shipping  
It is submitted that the name  
appears eligible to be considered

appears eligible to be c  
100% as recommended.

referred.  
Lloyd's Register

It is concluded that quarter pillars have been fitted as shown in the plan of workshop section 30/8/86 TB.