Im Sup

7648

Steel ~~IRON~~ SHIP.

MONDAY 25 OCT

No. 7648 Survey held at Glasgow Date, First Survey 10th March Last Survey 22nd October 1886 (Received at London Office, ...)

On the Sailing barque "Kinfauns"

TONNAGE under Tonnage Deck	943·02	
~~Ditto of Third, Spar, or Awning Deck~~		
Ditto of ~~Poop, or~~ Raised Qr. Dk.	40·45	
Ditto of Houses on Deck	~~10·63~~ 23·88	
~~Ditto of Forecastle~~		
Gross Tonnage	~~994·10~~ 1007·35	
Less Crew Space	~~31·14~~ 26·14	
~~Less Engine Room~~		
Register Tonnage as cut on Beam	~~912·46~~ 981·21	

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

	Feet.
Half Breadth (moulded)	17·15
Depth from upper part of Keel to top of Upper Deck Beams	21·37
Girth of Half Midship Frame (as per Rule)	34·16
1st Number	72·68
~~1st Number if a 2 Decked Vessel deduct 7 feet~~	
Length	196
2nd Number	14245
Proportions— Breadths to Length	5·7
Depths to Length—Upper Deck to Keel	9·17
~~Main Deck ditto~~	

PLANS CASE

Master John Caithness

Built at Glasgow

When built 1886 Launched 30th Sept.

By whom built A. Stephen & Sons.

Owners Charles Cooper

Residence Dundee

Port belonging to Dundee

Destined Voyage Sydney N.S.W. via Maryport

If Surveyed while Building, Afloat, or in Dry Dock. Built under special survey

LENGTH on deck as per Rule ... Feet. 196 Inches. –

BREADTH— Moulded... ... Feet. 34 Inches. 3½

DEPTH top of Floors to Upper Deck Beams ..... ~~Double Main Deck Beams~~ ..... Feet. 19 Inches. 6

Power of Engines ... ... Horse. ✓

N°. of Decks with flat laid One

N°. of Tiers of Beams Two

Dimensions of Ship per Register, length, 204 breadth, 34·5 depth, 19·3 Moulded depth 20'-8"

	Inches in Ship.	Inches per Rule.
KEEL, depth and thickness	8 × 2 3/8	8 × 2 3/8
STEM, moulding and thickness	7½ × 2 3/8	7½ × 2 3/8
STERN-POST for Rudder do. do.	7½ × 2 3/8	7½ × 2 3/8
" " ~~for Propeller~~		
Distance of Frames from moulding edge to moulding edge, all fore and aft	23	23

(Class 100 A)

	Inches In Ship.	Inches In Ship	20ths. In Ship	Inches per Rule	Inches per Rule	20ths per Rule
FRAMES, Angle ~~Iron~~ Steel for ⅗ length amidships	4½	3	8	4½	3	8
Do. for ⅕ at each end	4½	3	7	4½	3	7
REVERSED FRAMES, Angle ~~Iron~~ Steel	3	3	7	3	3	7
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	22½		9	22½		9
" thickness at the ends of vessel			7			7
" depth at ¾ the half-bdth. as per Rule		11½			11½	
" height extended at the Bilges	45			45		
BEAMS, Upper, ~~Spar, or Awning~~ Deck ~~Single or d'ble Ang. Iron, Plate or Tee~~ Bulb Steel	8		8	8		8
~~Single or~~ double Angle Steel on Upper edge	3	3	6	3	3	6
Average space		46			46	
~~BEAMS, Main, or Middle Deck~~ ~~Single or d'ble Ang. Iron, Plate or Tee Bulb Iron~~ ~~Single, or double Angle Iron, on Upper Edge~~ ~~Average space~~						
BEAMS, Lower Deck— ~~Single or d'ble Ang. Iron, Plate or Tee~~ Bulb Steel	8½		8	8½		8
~~Single or~~ double Angle Steel on Upper Edge	3	3	7	3	3	7
Average space		46			46	
~~BEAMS, Hold, or Orlop~~ ~~Single or d'ble Ang. Iron, Plate or Tee Bulb Iron~~ ~~Single or double Angle Iron on Upper Edge~~ ~~Average space~~						
KEELSONS Centre line, single ~~or double~~ plate, ~~box, or Intercostal, Plates~~	14		11	14		11
" Rider Plate	10¾		11	10¾		11
" ~~Bulb Plate to Intercostal Keelson~~						
" Angle ~~Irons~~ Steels	5	3½	7	5	3½	7
" Double Angle Steel Side Keelson	5	3½	7	5	3½	7
" Side Intercostal Plate Iron		5/16			5/16	
" ~~do. Angle Irons~~						
" Attached to outside plating with angle iron	3	2½	5/16			
BILGE Angle ~~Irons~~ Steels	5	3½	7	5	3½	7
" ~~do. Bulb Iron~~						
" ~~do. Intercostal plates riveted to plating for length~~						
BILGE STRINGER Angle ~~Irons~~ Steels	5	3½	7	5	3½	7
~~Intercostal plates riveted to plating for length~~						
~~SIDE STRINGER Angle Irons~~						

	Inches. In Ship.	20ths. In Ship.	Inches. per Rule	20ths. per Rule
~~Flat Keel Plates, breadth and thickness~~				
PLATES in Garboard Strakes, br'dth & thickness	38	10	38	10
" From Garboard to upper part of Bilges		9		9
" ~~Of d'bling at Bilge, or increased thickness, and length applied~~				
" From up. prt of Bilge to lr. edge of Sh'rstrake		9		9
" Main Sheerstrake, breadth and thickness	48	11	48	11
" ~~Of d'blng at Sh'stk. & lng. applied~~				
" ~~From M'n. to Upr. or Spar Dk. Sh'rstrake~~				
" ~~Up. or Spar Dk. Sh'rstrake, brdth & thickn'ss~~				
Butt Straps to outside plating, breadth & thickness	16¾ × 9¾	13·8	16¾ × 9¾	13·8
Lengths of Plating	184		115	
Shifts of Plating, and Stringers	46		46	
Gunwale Plate on ends of ~~Awning, Spar, or~~ Upper Deck Beams, breadth and thickness	40	9	40	9
Angle Steel on ditto	5 × 3½ × 7		5 × 3½ × 7	
Tie Plates fore and aft, outside Hatchways	11	9	11	9
~~Diagonal Tie Plates on Beams No. of Pairs~~				
Flat of Up., ~~Spar, or Awning~~ Dk.*	3½	f. p.	3½	
How fastened to Beams	By bolts		9/16	
~~Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness~~				
~~Is the Stringer Plate attached to the outside plating?~~				
~~Angle Irons on ditto, No.~~				
~~Tie Plates, outside Hatchways~~				
~~Diagonal Tie Plates on Beams, No. of pairs~~				
~~Flat of Middle Deck* do. do.~~				
~~How fastened to Beams~~				
Stringer Plates on ends of Lower Deck, ~~Hold or Orlop~~ Beams	29	8	29	8
Is the Stringer Plate attached to the outside plating?	Yes			
Angle Steels on ditto, No. 2	3½ × 3½ × 8		3½ × 3½ × 8	
Stringer or Tie Plates, outside Hatchways	11	8	11	8
Flat of Lower Deck* Part laid	3	p. p.		
Ceiling betwixt Decks, thickness and material	6 × 2	Sparring		
" in hold do. do.	2½	p. p.	2½	
Main piece of Rudder, diameter at head	5		5	
do. at heel	3		3	

Can the Rudder be unshipped afloat? Yes

Bulkheads No. 1 No. per Rule 1

" Thickness of plates 6/20"

" Height up Upper deck

" How secured to sides of ship By double frames

" Size of Vertical Angle Irons 4½" × 3½" × 5/16" and distance apart 30 ins.

" Are the outside Plates doubled two spaces of Frames in length? Yes

The FRAMES extend in one length from Keel to gunwale Riveted through plates with ¾ in. Rivets, about 6" apart.

The REVERSED ANGLE ~~IRONS~~ Steels on floors and frames extend from middle line to lower deck str. A.1 and to gunwale 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 in. diameter, averaging 5 ins. from centre to centre.

" Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets ¾ in. diameter, averaging 3½ ins. from centre to centre.

" Butts from Keel to turn of Bilge, worked carvel, treble and double riveted; with rivets ¾ in. diameter averaging 2 5/8 ins. from centre to centre.

" Butts of 3 Strakes at Bilge for half length, treble riveted with Butt Straps 3/20" thicker than the plates they connect. All the other strakes with butt straps to strake treble riveted for length.

" Edges from Bilge to Main Sheerstrake, worked clencher, double ~~or single~~ riveted; with rivets ¾ in. diameter, averaging 3½ ins. from cr. to cr.

" Butts from Bilge to Main Sheerstrake, worked carvel, treble and double riveted; with rivets ¾ in. diameter, averaging 2 5/8 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 for 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 4¾" & 5½" ~~Breadth of laps of plating in single riveting.~~

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

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

Manufacturer's name or trade mark, Dalzell, Motherwell, Clydesdale, and Consett.

The above is a correct description.

Builder's Signature, A. & J. Stephen & Sons Surveyor's Signature, J. Thomson

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

* If Iron Deck, state if whole or part, and if wood deck is laid thereon.

State clearly where plating is of alternate thicknesses—as distinguished from diminished thickness at ends of vessel.

(Form No. 1 for Iron Ships—1000—18/12/84—Transfer Ink.)

ROBERT EDMUND TAYLOR & SON Commercial and General Steam Printers, 16, Old Street, Goswell Road, E.C., London.

GLS152-0321

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7648 Gls

Workmanship. Are the butts of plating planed or otherwise fitted? Planed

Do the edges of the carvel work and of the butts fay 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 only.

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 See accompanying approved Sketch.

Plates branded Consett.

NUMBER for EQUIPMENT (2/15/94)

Crosses & 15 above

SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntdt.
N°.	Chain ..... (State Machine where Tested, Date, or No. of Certificate, & Name of Superintendant.)	270	1 4/16	51 1/4	270 - 1 4/16	Glasgow
Fore Sails,	Iron Stream Chain	75	15/16	15 7/10	75 - 15/16	E. Ludlow 31/8/88
Fore Top Sails,	~~or Steel Wire~~ ..					
Fore Topmast Stay Sails,	~~or Hempen Stream Cable~~					
	Towline, ~~Hemp~~	90	3 1/2	26	90 - 3 1/2	
Main Sails,	or Steel Wire ..	90	3	18	90 - 9	Hemp
	Hawser	90	5 1/2		90 - 5 1/2	"
Main Top Sails,	Warp	90	5			
and	quality Good	90	5			

ANCHORS.	N°.	Weight. Ex. Stock.	Test per Certificate	W'ght req'd per Rule.	Machine where Tested & Suprntdt.
Bower Anchors (State Machine where Tested, Date, or No. of Certificate, & Name of Superintendant.)	1505	28-1-6	27-6-1-0	27-3-0	Glasgow 31/8/88 & E. Ludlow
	1439	28-0-8	27-4-1-14	27-3-0	
	1507	23-3-26	23-17-2-0	23-2-0	
Stream Anchor	1508	9-1-13	11-9-0-7	8-3-0	
Kedge ...	1509	4-1-17	6-15-0-0	4-2-0	
2nd Kedge ...	1510	2-0-22	4-15-0-0	2-1-0	

Standing and Running Rigging wire and hemp sufficient in size and good in quality. She has 2 life ~~Long~~ Boats and 2 others.

The Windlass is Clark, Chapman & Co's 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? Five ports and two mooring pipes on each side

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

State size **Main Hatch** 15'-4" × 10'-0" × 20" Forehatch 7'-8" × 6'-0" × 27" Quarterhatch 6'-0" × 6'-0" × 27"

If of extraordinary size, state how framed and secured? In main hatch one web plate and one fore and after; in fore hatch one fore and after.

What arrangement for shifting beams?

Hatches, If strong and efficient? Solid 3" pine.

Order for Special Survey No. 2061 Date 14th January 1886

Order for Ordinary Survey No. ✓ Date ✓

No. 301 in builder's yard.

DATES of Surveys held while building as per Section 18.

1st. On the several parts of the frame, when in place, and before the plating was wrought } 1886:—March 10, 15, 18, 22, 25, 29; April 1, 5, 9, 12, 15,
2nd. On the plating during the process of riveting } 19, 22, 27; May 3, 6, 10, 13, 17, 24, 27; June 2, 7, 10, 14, 21, 24,
3rd. When the beams were in and fastened, and before the decks were laid.... } 29; July 1, 6, 13; Aug. 3, 11, 18, 23; Sept. 1, 7, 10, 14, 17, 21, 23,
4th. When the ship was complete, and before the plating was finally coated or cemented.. } 27; Oct. 1, 6, 13, 16, 20, 22.
5th. After the ship was launched and equipped

State dates of letters respecting this case Secretary's 7th Jan. and 5th & 9th March, 1886.

General Remarks (State quality of workmanship, &c.) The materials used in the construction of this vessel are of the best quality, and the workmanship throughout is well executed.

This vessel is built of steel, in accordance with the accompanying tracings (3 in No), the Secretary's letters referred to above, and in general conformity with the Rules for the class contemplated.

The steel used in its construction has been tested at the Works of the Manufacturers by the Surveyors to this Society.

The freeboard assigned by the Committee, per Secretary's letter of the 9th Oct. 1886, viz:- 3-8½ in salt water and 3-4½ in fresh water, has been marked on the sides of the vessel in accordance with Notice No. 572.

~~State if one, two, or three decked vessel, or if spar, or awning decked~~; 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 By cement and paint Outside By paint.

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

The amount of the Entry Fee .....£ 3 : - : - is received by me, 12+22/10/1886

Special .....£48 : 2 : 10 additional

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

(Travelling Expenses, if any, £).

Jos. Thomson

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

TUESDAY 26 OCT 1886

Committee's Minute 18

This vessel appears to be eligible to be classed 100 A 1 as recommended. "Steel"

Character assigned 100 A 1

Later 100 A 1 Steel 1 Dk. 2 Lo Bns.

26/10/86

(The Surveyors are requested not to write on or below the space for Committee's Minute.)

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