

IRON SHIP.

No. 1041 Survey held at Port Glasgow Date, First Survey 13th Decr 1880 Last Survey 10th Augt 1881
On the Ship "Drumburton" (4 masts) Master John Cowell

TONNAGE under Tonnage Deck 1755.35 ONE, OR TWO DECKED, THREE DECKED VESSEL.
Ditto of Third Spar, or Awning Deck. 87.89 SPAR, OR AWNING DECKED VESSEL.
Ditto of Poop, or Raised Or. Dk. 29.67 HALF BREADTH (moulded) 19.95 Feet.
Ditto of Houses on Deck 18.36 DEPTH from upper part of Keel to top of Upper Deck Beams 26.65
Ditto of Forecastle 18.36 GIRTH of Half Midship Frame (as per Rule) 42.0
Gross Tonnage 1891.24 1st NUMBER 88.6
Less Crew Space 50.94 1st NUMBER, if a 3-DECKED VESSEL, deduct 7 feet ✓
Less Engine Room 1840.30 LENGTH 252.5
Register Tonnage as cut on Beam 1840.30 2nd NUMBER 22371.5
PROPORTIONS—Breadths to Length 6.3
Depths to Length—Upper Deck to Keel 9.4
Main Deck ditto ✓

Built at Port Glasgow.
When built 1881. Launched 15th July 1881
By whom built Messrs Russell & Co
Owners Messrs Gillibon & Chadwick.
Port belonging to Liverpool
Destined Voyage Melbourne via Liverpool
If Surveyed while Building, Afloat, or in Dry Dock. While Building and afloat.

LENGTH on deck as per Rule 252 Feet. 6 Inches. BREADTH—Moulded 39 Feet. 10 3/4 Inches. DEPTH top of Floors to Upper Deck Beams 23 Feet. 11 1/4 Inches. Power of Engines ✓ Horse. ✓ No. of Decks with flat laid 2 No. of Tiers of Beams 2

Dimensions of Ship per Register, length, 266.65 breadth, 40.2 depth, 23.8

	Inches in Ship.	Inches per Rule.
KEEL, depth and thickness	10 x 2 3/4	10 x 2 3/4
STEM, moulding and thickness	10 x 2 3/4	10 x 2 3/4
STERN-POST for Rudder do. do.	10 x 2 3/4	10 x 2 3/4
" " for Propeller	—	—
Distance of Frames from moulding edge to moulding edge, all fore and aft	24	24
FRAMES, Angle Iron, for 2/3 length amidships	5 1/2 x 3 1/2	5 1/2 x 3 1/2
Do. for 1/3 at each end	—	—
REVERSED FRAMES, Angle Iron	3 1/2 x 3 1/2	3 1/2 x 3 1/2
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	32 1/2 x 10	26 x 10
" thickness at the ends of vessel	—	—
" depth at 3/4 the half-bdth. as per Rule	16	13
" height extended at the Bilges	6 1/2	5 1/2
BEAMS, Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	9 1/2 x 9	9 1/2 x 9
Single or double Angle Iron on Upper edge	3 1/2 x 3 1/2	3 1/2 x 3 1/2
Average space	48	48
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, Hold, or Orlop Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	9 1/2 x 9	9 1/2 x 9
Single or double Angle Iron on Upper Edge	3 1/2 x 3 1/2	3 1/2 x 3 1/2
Average space	48	48
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates	19 x 13	19 x 13
" Rider Plate	13 x 13	13 x 13
" Bulb Plate to Intercoastal Keelson	—	—
" Angle Irons	6 x 4	6 x 4
" Double Angle Iron Side Keelson	6 x 4	6 x 4
" Side Intercoastal Plate	—	—
" do. Angle Irons Bulb plate	9 1/2 x 9	9 1/2 x 9
" Attached to outside plating with angle iron	3 1/2 x 3 1/2	3 1/2 x 3 1/2
BILGE Angle Irons	6 x 4	6 x 4
" do. Bulb Iron	9 1/2 x 9	9 1/2 x 9
" do. Intercoastal plates riveted to plating for length	—	—
BILGE STRINGER Angle Irons	6 x 4	6 x 4
Intercoastal plates riveted to plating for length	9 1/2 x 9	9 1/2 x 9
SIDE STRINGER Angle Irons	6 x 4	6 x 4
all fore & aft. Bulb plate	9 1/2 x 9	9 1/2 x 9
Transoms, material. Knight-heads. Hawse Timbers.	Plates & Angles	

	Inches in Ship.	16ths in Ship.	Inches per Rule.	16ths per Rule.
Flat Keel Plates, breadth and thickness	—	—	—	—
PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges	36 1/2	12	36	12
" of doubling at Bilge, or increased thickness, and length applied	—	11 1/2	—	11
" fm up. part of Bilge to lr. edge of Sh'rstrake.	—	11	—	11
" Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied from Mn. to Up. or Spar Dk. Sh'rstrake.	40	14	40	13
" Up. or Spar Dk Sh'rstrake, brdth & thickness	—	—	—	—
Butt Straps to outside plating, breadth & thickness	16 1/2 x 13 1/16	16 3/4 x 13 1/16	—	—
Lengths of Plating .7 frame spaces = 14 feet	—	—	5 fr spaces	—
Shifts of Plating, and Stringers at least 2 ft spaces	—	—	2 — — —	—
Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness	39	10	39	10
Angle Iron on ditto 1- 3 1/2 x 3 1/2 x 6 1/4 and 1- 6 x 4 x 9 1/2	—	—	6 x 4 x 9 1/2	—
Tie Plates fore and aft, outside Hatchways	15	10	15	10
Diagonal Tie Plates on Beams No. of Pairs 13	15	10	15	10
Planksheer material and scantling	—	—	—	—
Waterways do. do.	—	—	—	—
Flat of Upper Deck do. do.	—	—	4 3/4 Plank	—
How fastened to Beams	—	—	By gales? Saw 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	—	—	—	—
Waterways materials and scantlings	—	—	—	—
Flat of Middle Deck do. do.	—	—	—	—
How fastened to Beams	—	—	—	—
Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	39	9	38	9
Is the Stringer Plate attached to the outside plating?	3es.	—	—	—
Angle Irons on ditto, No. 1- 3 x 3 x 6 1/4 and 2- 4 x 4 x 9 1/2	—	—	4 x 4 x 9 1/2	—
Stringer or Tie Plates, outside Hatchways	15	10	15	10
Flat of Lower Deck	—	—	3 W. P. Sparring	—
Ceiling betwixt Decks, thickness and material	—	—	2 W. P. Sparring	—
" in hold do. do.	—	—	3 P. P.	—
Main piece of Rudder, diameter at head	6 3/4	—	6 3/4	—
do. at heel	3 1/2	—	3 1/2	—
Can the Rudder be unshipped afloat?	3es.	—	—	—
Bulkheads No. one Thickness of	—	—	7	—
" Height up to upper deck.	—	—	—	—
" How secured to sides of ship between double frames	—	—	—	—
" Size of Vertical Angle Irons 3/2 x 3/2 x 8 1/16 and distance apart 30 ins.	—	—	—	—
" Are the outside Plates doubled two spaces of Frames in length?	3es.	—	—	—

Windlass Iron (Harfield's Patent)

The FRAMES extend in one length from Keel to Forecastle Stringer
The REVERSED ANGLE IRONS on floors and frames extend from middle line to upper deck Stringer plate
KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? 3es. And butts properly shifted? 3es.

PLATING. Garboard, double riveted to Keel, with rivets 1 1/8 in. diameter, averaging 5 7/8 ins. from centre to centre.
" Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 7/8 in. diameter, averaging 3 3/8 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 3 Strakes at 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 single riveted; with rivets 7/8 in. diameter, averaging 3 3/8 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 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 ✓ 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 2 3/4 poor & fore-castle

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double single Riveted? as required by rules.
Waterway, how secured to Beams Buttlers (Explain by Sketch, if necessary.)
Beams of the various Decks, how secured to the sides? By solid welded knees No. of Breasthooks, 3 Crutches, 4
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Good
Manufacturer's name or trade mark, Angles from Messrs & Dorman Long & Co. Plates from Consell Iron Works

The above is a correct description.
Builder's Signature, Russell W. Surveyor's Signature, J. H. M. Russell
Surveyor to Lloyd's Register of British and Foreign Shipping.

GRK 046-0264

Workmanship. Are the butts of plating planed or otherwise fitted? *Planed and hand fitted*
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? *In a few cases at the butts.*

Masts, Bowsprit, Yards, &c., are *Wood & 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. *Yes*
State also Length and Diameter of Lower Masts and Bowsprit *Butt straps increased 1/16 and T.R. where reqd., all edges D.R.*
Fore mast 84-6 at deck 30x9/16 at Head 24x6/16 at Head 19 1/2 x 6 1/16 at Head 22x6-7/16 3 plates and 3 angles.
Main 85-0
Mizen 84-6
Jigger 74-10
Bowsprit outside bed 22-9 at partners 28x7/16 18 1/2 x 6 1/16 23x6-7/16

NUMBER for EQUIPMENT 23862		Fathoms.	Inches.	Test per Certificate.	Inches per Rule	Machine where Tested & Supplied.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per T. Certificate.	W'ght req'd per Rule.	Machine wh. Tested & Supplied.
SAILS.												
one	Fore Sails,	Chain 5.148..	240.5	2	12:100%	240 6mm	Bower Anchors	11032	38.0	183 1/4	13.0	14 3/8 0.0
	Fore Top Sails,	Iron Str 1843	45	1 1/8	22 1/2: 3 1/2	45... 1 1/8		11018	34.2	25 3/4	13.6	1.0
	Fore Topmast and a Stay Sails,	Ditto do.					Stream	10583	11.3	12	13 1/4	11.2.0
	Main Sails,	Hmpn Strm Cbl					Kedge	10434	5.2	4	4.8	1.21 5.3.0
	Main Top Sails, and	Hawser ...	90	9 1/2		90... 11	Ditto	11008	2.3	5	5.4	2.0 2.3.0
		Towlines ...	90	13		90... 12						
		Warp ...	90	8		90... 7						
		quality <i>good</i>	100	5								

Standing and Running Rigging *Wire & Hempen* sufficient in size and *good* in quality. She has *four* ~~long~~ Boats and 1-as Life boat
The Windlass is *efficient* Capstan *efficient* and Rudder *efficient* Pumps *efficient*

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 pairs of freeing ports and five pairs of scuppers, also 3 pairs large mooring*

Cargo Hatchways.—How formed? *plate Comings riveted to beams and Carlings.*

State size Main Hatch *15.11 x 10.8* Forehatch *8.0 x 5.10* Quarterhatch *9.11 x 5.11*

If of extraordinary size, state how framed and secured? *Shifting beam and strong fore & after in main hatchway.*

What arrangement for shifting beams? *double angle lugs on Comings*

Hatches, If strong and efficient? *Yes. 4" Solid for the main and 2 3/4 fore & quarter hatches.*

Order for Special Survey No. *988* *1880* *November 1880*
Date *6 November 1880*
Order for Ordinary Survey No. *✓*
Date *✓*
No. *36* 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 *Specially Surveyed 1880. December 15, 31*
2nd. On the plating during the process of riveting *1881 January 10, 20, 28, February 1, 15, 22, 23, 28, March 4, 10.*
3rd. When the beams were in and fastened, and before the decks were laid... *April 1, 13, 25, 24, May 10, 11, 16, 26, 31, June 8, 9, 21, 30,*
4th. When the ship was complete, and before the plating was finally coated or cemented... *July 13, 18, 19, 21, 24, 29, August 4, 5, 10.*
5th. After the ship was launched and equipped

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

This four masted iron sailing ship has been constructed in accordance with the Rules and the accompanying tracings 4 1/2 which were submitted and approved please see Sect 2 letters dated 15th, 19th Novr 1880 and 25th Jan 3 /81.

It will be observed that the floors are deeper, the sheer-strake is 1/16 thicker and that a bulb plate is fitted to the side keelson in excess of the Rule requirements.

The collision bulkhead is fitted 2 frame spaces further aft as suggested by the Committee.

Rigging screws fitted (in lieu of lanyards) of the size & arrangements as approved in similar cases.

State if one, two, or three decked vessel, or if span, or arming decked; and the lengths of poop, forecabin, or raised quarter deck and the length of double, or part double bottom.

How are the surfaces preserved from oxidation? Inside *Cemented to upper part of bulges and coated with paint above.* Outside *Coated with paint*

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

The amount of the Entry Fee ... £ *5: 0: 0* is received by me, *[Signature]*
Special ... £ *41: 0: 0* *10 August 1881*
Certificate ... £ *0: 0: 0*

(Travelling Expenses, if any, £ *596: 0: 0*)

Committee's Minute *Friday, August, 12th 1881.*

Character assigned *100 A.1.*

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

J. L. Smart
Surveyor to Lloyd's Register of British and Foreign Shipping.
This vessel appears to comply with the Rules recommended, but to merit the figure then second classer should not be recommended.
Lloyd's Register of Shipping
Foundation