

IRON SHIP.

No. **8066** Survey held at **Campbeltown** Date, First Survey **7 April 1887** Last Survey **16 Sept 1887**
 On the **S. S. S. and S. S. "John Burbery"** Master **J. J. Parnall**

TONNAGE under Tonnage Deck **221.20** **ONE, OR TWO DECKED, THREE DECKED VESSEL.**
 Ditto of Third, Spar, or Awning Deck **5.58** **SPAR, OR AWNING DECKED VESSEL.**
 Ditto of Peep, or Raised Qr. Dk. **30.91** **HALF BREADTH** (moulded)... **11.0** Feet.
 Ditto of Houses on Deck **12.48** **DEPTH** from upper part of Keel to top of Upper Deck Beams **10.5**
 Ditto of Forecastle **12.48** **GIRTH** of Half Midship Frame (as per Rule) **19.0**
 Gross Tonnage **282.55** **1st NUMBER** ... **40.5**
 Less Crew Space **21.72** **1st NUMBER, if a 3-DECKED VESSEL, deduct 7 feet** ✓
 Less Engine Room **112.61** **LENGTH** ... **144.**
 Register Tonnage as cut on Beam **148.22** **2nd NUMBER** ... **5832.**
PROPORTIONS—Breadths to Length ... **6.5**
 Depths to Length—Upper Deck to Keel ... **13.7**
 Main Deck ditto ... ✓

Built at **Campbeltown**
 When built **1881** Launched **13 Aug 81**
 By whom built **Campbeltown Ship Co**
 Owners **Messrs Dowson & Harley**
 Port belonging to **Cardiff**
 Destined Voyage **Glanelly (South Wales)**
 If Surveyed while Building, Afloat, or in Dry Dock.
 While building and afloat

LENGTH on deck as per Rule **144** Feet. **BREADTH** Moulded... **22** Feet. **DEPTH** top of Floors to Upper Deck Beams **9** Feet. **Power of Engines** **55** Horse. **Nº. of Decks with flat laid** **1** **Nº. of Tiers of Beams** **1**

Dimensions of Ship per Register, length, **145.0** breadth, **22.1** depth, **9.3**

	Inches in Ship.	Inches per Rule.
KEEL , depth and thickness ...	7 x 1 5/8	7 x 1 5/8
STEM , moulding and thickness... ..	6 1/4 x 1 5/8	6 1/4 x 1 5/8
STERN-POST for Rudder do. do. ...	6 1/4 x 3/4	6 1/4 x 3/4
" " for Propeller	6 1/4 x 3/4	6 1/4 x 3/4
Distance of Frames from moulding edge to moulding edge, all fore and aft	21	21
FRAMES , Angle Iron, for 1/2 length amidships ...	3 2 1/2 5	3 2 1/2 5
Do. for 1/2 at each end	3 2 1/2 5	3 2 1/2 5
REVERSED FRAMES , Angle Iron	2 1/2 2 1/2 4	2 1/2 2 1/2 4
FLOORS , depth and thickness of Floor Plate at mid line for half length amidships ...	12 x 5	12 x 5
thickness at the ends of vessel	6	6
depth at 1/4 the half-bdth. as per Rule ...	6	6
height extended at the Bilges... ..	24	24
BEAMS , Upper, Spar, or Awning Deck } Single or d'ble Ang. Iron, Plate or Tee Bulb Iron } Single or double Angle Iron on Upper edge ...	4 2 1/2 6	4 2 1/2 6
Average space... ..	21	21
BEAMS , Main, or Middle Deck	6	6
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron } Single, or double Angle Iron, on Upper Edge ...	6	6
Average space... ..	21	21
BEAMS , Lower Deck, Hold, or Orlop } Single or d'ble Ang. Iron, Plate or Tee Bulb Iron } Single or double Angle Iron on Upper Edge ...	6	6
Average space... ..	21	21
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates ...	15 x 5	15 x 5
Rider Plate	6 x 6	5 x 5
Bulb Plate to Intercoastal Keelson	3 x 3	3 x 3
Angle Irons	3 x 3	3 x 3
Double Angle Iron Side Keelson	3 x 3	3 x 3
Side Intercoastal Plate	4	4
do. Angle Irons	3 x 3	3 x 3
Attached to outside plating with angle iron ...	3 x 3	3 x 3
EDGE Angle Irons	6 x 6	5 x 5
do. Bulb Iron... ..	6 x 6	5 x 5
do. Intercoastal plates riveted to plating for length ...	6 x 6	5 x 5
BILGE STRINGER Angle Irons	3 x 3	3 x 3
Intercoastal plates riveted to plating for length ...	6 x 6	5 x 5
SIDE STRINGER Angle Irons	3 x 3	3 x 3

	Inches in Ship.	16ths in Ship.	Inches per Rule.	16ths per Rule.
Flat Keel Plates, breadth and thickness ...	42	8	30	8
PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges ...	42	8	30	8
" of doubling at Bilge, or increased thickness, and length applied	42	8	30	8
" fm up. part of Bilge to l.r. edge of Sh'rstrake. Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied from mid. to Up. or Spar Dk. Sh'rstrake. Up. or Spar Dk. Sh'rstrake, breadth & thickness ...	33	10	30	8
Butt Straps to outside plating, breadth & thickness ...	33	10	30	8
Lengths of Plating	33	10	30	8
Shifts of Plating, and Stringers	33	10	30	8
Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness... }	21	7	21	7
Angle Iron on ditto	3 x 3 x 6/16	3 x 3 x 6/16	3 x 3 x 6/16	3 x 3 x 6/16
Tie Plates fore and aft, outside Hatchways ...	3 x 3 x 6/16	3 x 3 x 6/16	3 x 3 x 6/16	3 x 3 x 6/16
Diagonal Tie Plates on Beams No. of Pairs ...	3 x 3 x 6/16	3 x 3 x 6/16	3 x 3 x 6/16	3 x 3 x 6/16
Planksheer material and scantling	3 x 3 x 6/16	3 x 3 x 6/16	3 x 3 x 6/16	3 x 3 x 6/16
Waterways do. do.	3 x 3 x 6/16	3 x 3 x 6/16	3 x 3 x 6/16	3 x 3 x 6/16
Flat of Upper Deck do. do.	3 x 3 x 6/16	3 x 3 x 6/16	3 x 3 x 6/16	3 x 3 x 6/16
How fastened to Beams	3 x 3 x 6/16	3 x 3 x 6/16	3 x 3 x 6/16	3 x 3 x 6/16
Stringer Plate on ends of Main or Middle Deck } Beams, breadth and thickness	3 x 3 x 6/16	3 x 3 x 6/16	3 x 3 x 6/16	3 x 3 x 6/16
Is the Stringer Plate attached to the outside plating? ...	3 x 3 x 6/16	3 x 3 x 6/16	3 x 3 x 6/16	3 x 3 x 6/16
Angle Irons on ditto, No.	3 x 3 x 6/16	3 x 3 x 6/16	3 x 3 x 6/16	3 x 3 x 6/16
Tie Plates, outside Hatchways	3 x 3 x 6/16	3 x 3 x 6/16	3 x 3 x 6/16	3 x 3 x 6/16
Diagonal Tie Plates on Beams, No. of pairs ...	3 x 3 x 6/16	3 x 3 x 6/16	3 x 3 x 6/16	3 x 3 x 6/16
Waterways materials and scantlings	3 x 3 x 6/16	3 x 3 x 6/16	3 x 3 x 6/16	3 x 3 x 6/16
Flat of Middle Deck do. do.	3 x 3 x 6/16	3 x 3 x 6/16	3 x 3 x 6/16	3 x 3 x 6/16
How fastened to Beams	3 x 3 x 6/16	3 x 3 x 6/16	3 x 3 x 6/16	3 x 3 x 6/16
Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	3 x 3 x 6/16	3 x 3 x 6/16	3 x 3 x 6/16	3 x 3 x 6/16
Is the Stringer Plate attached to the outside plating? ...	3 x 3 x 6/16	3 x 3 x 6/16	3 x 3 x 6/16	3 x 3 x 6/16
Angle Irons on ditto, No.	3 x 3 x 6/16	3 x 3 x 6/16	3 x 3 x 6/16	3 x 3 x 6/16
Stringer or Tie Plates, outside Hatchways ...	3 x 3 x 6/16	3 x 3 x 6/16	3 x 3 x 6/16	3 x 3 x 6/16
Flat of Lower Deck	3 x 3 x 6/16	3 x 3 x 6/16	3 x 3 x 6/16	3 x 3 x 6/16
Ceiling betwixt Decks, thickness and material ...	3 x 3 x 6/16	3 x 3 x 6/16	3 x 3 x 6/16	3 x 3 x 6/16
" in hold do. do.	3 x 3 x 6/16	3 x 3 x 6/16	3 x 3 x 6/16	3 x 3 x 6/16
Main piece of Rudder, diameter at head ...	3 x 3 x 6/16	3 x 3 x 6/16	3 x 3 x 6/16	3 x 3 x 6/16
do. at heel	3 x 3 x 6/16	3 x 3 x 6/16	3 x 3 x 6/16	3 x 3 x 6/16
Can the Rudder be unshipped afloat?	3 x 3 x 6/16	3 x 3 x 6/16	3 x 3 x 6/16	3 x 3 x 6/16
Bulkheads No. 4 Thickness of	3 x 3 x 6/16	3 x 3 x 6/16	3 x 3 x 6/16	3 x 3 x 6/16
" Height up as per profile drawing. ...	3 x 3 x 6/16	3 x 3 x 6/16	3 x 3 x 6/16	3 x 3 x 6/16
" How secured to sides of ship between double frames ...	3 x 3 x 6/16	3 x 3 x 6/16	3 x 3 x 6/16	3 x 3 x 6/16
" Size of Vertical Angle Irons 2 1/2 x 2 1/2 x 1/2 and distance apart 30 ins. ...	3 x 3 x 6/16	3 x 3 x 6/16	3 x 3 x 6/16	3 x 3 x 6/16
" Are the outside Plates doubled two spaces of Frames in length? ...	3 x 3 x 6/16	3 x 3 x 6/16	3 x 3 x 6/16	3 x 3 x 6/16

Transoms, material. Knight-heads. Hawse Timbers. **Plates & Angles.**
 Windlass **Iron. (Reid Pull Bitt & Sons of Glasgow)**
 The **FRAMES** extend in one length from **Keel to fore-castle, upper, bridge and raised @ 30 deck stringer plates.**
 The **REVERSED ANGLE IRONS** on floors and frames extend from middle line to **upper part of bilge, but in way of R.C.B. & side stringer and 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 **3/4** in. diameter, averaging **3** ins. from centre to centre.
 " Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets **3/4** in. diameter averaging **3** ins. from centre to centre.
 " Butts of **one** 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 **one** single riveted; with rivets **3/4** in. diameter, averaging **3** ins. from cr. to cr.
 " Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets **3/4** in. diameter, averaging **3** ins. from cr. to cr.
 " Edges of Main Sheerstrake, double **one** 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 **4 1/2** Breadth of laps of plating in single riveting **2 3/4**

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? **as required**
 Waterway, how secured to Beams **✓** (Explain by Sketch, if necessary.) **3 beams to prevent painting**
 Beams of the various Decks, how secured to the sides? **By Solid welded knees.** No. of Breasthooks, **2** Crutches, **2**
 What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? **good**
 Manufacturer's name or trade mark, **all plates from Sorani Iron Co.; Angles from Sorani & Coates Iron Co.**

The above is a correct description.
 Builder's Signature, **Campbeltown Shipbuilding Co** Surveyor's Signature, **J. J. Parnall**
 Surveyor to Lloyd's Register of British and Foreign Shipping.

GRK297-0015

Workmanship. Are the butts of plating planed or otherwise fitted? *Planed where possible*
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 only.*

Masts, Bowsprit, Yard, &c., are *of wood* 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.
te also Length and Diameter of Lower Masts and Bowsprit

Reg - 3 masted fore & aft Schooner.

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Inches per Rule	Machine where Tested & Suprntd.	ANCHORS	No.	Weight, Ex. Stock.	Test per Certificate	W'ght req'd per Rule	Machine where Tested & Suprntd.
SAILS.												
CABLES, &c.												
No.	Chain ...	165	15/16	15.8	165 <i>15/16</i>	<i>Glasgow</i>	Bower Anchors	3/4	6" 3" 1	9.5.0.0	6.2.0	<i>Chapman</i>
One	Fore Sails,											
	Fore Top Sails,	145 1/2	5/8	4.625	45... <i>15/16</i>	<i>G</i>			12" 3" 23		13.0.0	
full	Fore Topmast Stay Sails,						Stream	3/4	2" 0" 11	4.12.2.0	2.0.0	
suit	Main Sails,	90	6		90... <i>5</i>		Kedge		1" 0" 20		1.0.0	
	Main Top Sails,	75	8		75... <i>4</i>		Ditto					
and	Warp ...											
	quality <i>good</i>											

Standing and Running Rigging *Horse & Hemp* sufficient in size and *good* in quality. She has *2* Long Boats and

The Windlass is *efficient* Capstan *✓* and Rudder *efficient* Pumps *efficient*

Engine Room Skylights. How constructed? *Seak framing on deep iron Comings* How secured in ordinary weather? *By iron bars & fly nuts.*

What arrangements for deadlights in bad weather? *Solid lead deadlights fitted with bulls eyes.*

Coal Bunker Openings. How constructed? *iron glands in deck* How are lids secured? *by cheeks* Height above deck? *flush R. & B.*

Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *3 pairs of Scuppers and 2 pairs of freeing ports before R. & B. and in way of low bulwarks of R. & B. 2 pairs of Scuppers.*

Cargo Hatchways. How formed? *By plate comings and fore & aft iron Castings.*

State size Main Hatch *27" 11" x 9" 11 1/2"* Forehatch *8" 8" x 8" 0"* Quarterhatch *8" 1" x 8" 1"*

If of extraordinary size, state how framed and secured? *Upper deck of iron; at M. H. also double with tie plates, 2 full depth*

What arrangement for shifting beams? *double angles on Comings.*

Hatches, If strong and efficient? *Yes and 3" solid.*

shifting web beams, also 2 strong web frames to bilges attached at head to heavy beams and all well killed. Strong fore & aft in each bay.

Order for Special Survey No. <i>1036</i>	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	<i>Specially Surveyed 1881 - April 4, May 3, June 2, 21, July 22, August 22, 31, Sept 12, 16.</i>
Date <i>9 June 1881</i>		2nd. On the plating during the process of riveting	
Order for Ordinary Survey No. <i>✓</i>		3rd. When the beams were in and fastened, and before the decks were laid....	
Date <i>✓</i>		4th. When the ship was complete, and before the plating was finally coated or cemented..	
No. <i>15</i> in builder's yard.		5th. After the ship was launched and equipped	

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

This screw steamer has been constructed in accordance with the Rules and the accompanying tracings 3 k. submitted and approved, please see Fleet's letter dated 1st April 18. the Committee's requirements as stated therein have been complied with -

She has a topgall fore-castle, bridge house and raised quarter deck of the scantlings to shown on the tracings; the sheer stroke is doubled for about 18 feet in way of the beam.

Is constructed to carry water ballast in fore peak and the compartment tested & found tight.

State *is one, two or three* decked vessel, and the lengths of *20 ft* fore-castle, *20 ft* or raised quarter deck, and the length of double or part double bottom. Cemented to upper part of the bilges & Coated with paint above Outside Coated with paint

How are the surfaces preserved from oxidation? Inside *bilges & Coated with paint above* Outside *Coated with paint*

I am of opinion this Vessel should be Classed *100 A. 1* (See accompanying letter 14th Nov 81)

The amount of the Entry Fee ... £ *3 : 0 : 0* is received by me,

Special ... £ *13 : 0 : 0* 16th Sept 1881

Certificate ... £ *0 : 0 : 0*

(Travelling Expenses, if any, £ *10/10*) £ *16 : 0 : 0*

Committee's Minute *Friday, December, 24. 1881*

Character assigned *Lloyd's*

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

This vessel has been built in accordance with the rules and appears eligible to be classed as 100 A. 1 as recommended subject to the five year tank being found watertight when tested at Cardiff 1881 see letter from office 20/11/81