

IRON SHIP.

8066

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

Official Number not yet obtained

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 Reop... Raised Or. Dk.	30.91	HAIF BREADTH (moulded) Feet.
Ditto of Houses on Deck		DEPTH from upper part of Keel to top of Upper Deck Beams
Ditto of Forecastle	12.48	GIRTH of Half Midship Frame (as per Rule)
Gross Tonnage	282.55	1st NUMBER
Less Crew Space	21.72	1st NUMBER, if a 3-DECKED VESSEL, deduct 7 feet
Less Engine Room	112.61	LENGTH
Register Tonnage as cut on Beam	148.22	2nd NUMBER
		PROPORTIONS—Breadths to Length
		Depths to Length—Upper Deck to Keel
		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 *Swanley (South Wales)*
 If Surveyed while Building, Afloat, or in Dry Dock.
While building and afloat

LENGTH on deck as per Rule	144	BREADTH Moulded	22	DEPTH top of Floors to Upper Deck Beams	9	Power of Engines	55	No. of Decks with flat laid / <i>and d'ble</i>	1
				Do. do. Main Deck Beams	6			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 2/3 length amidships	3 2 1/2 5	3 2 1/2 5						
Do. for 1/3 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 3/4 the half-bdth. as per Rule	6	6						
height extended at the Bilges	24	24						
BEAMS, Upper, Spar, or Awning Deck	4 2 1/2 6	4 2 1/2 6						
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron								
Single or double Angle Iron on Upper edge								
Average space	21	21						
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								
Single or double Angle Iron on Upper Edge								
Average space								
KEELSONS Centre line, single or double plate, box, or Intercostal, Plates	15 x 5	15 x 5						
Rider Plate								
Bulb Plate to Intercostal Keelson	6 x 6	5 x 5						
Angle Irons	3 3 6	3 3 6						
Double Angle Iron Side Keelson	3 3 6	3 3 6						
Side Intercostal Plate								
do. Angle Irons								
Attached to outside plating with angle iron								
EDGE Angle Irons	3 3 6	3 3 6						
do. Bulb Iron	6 x 6	5 x 5						
do. Intercostal plates riveted to plating for length								
BILGE STRINGER Angle Irons	3 3 6	3 3 6						
Intercostal plates riveted to plating for length	6 x 6	5 x 5						
SIDE STRINGER Angle Irons								

	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	42	8	30	8
" of doubling at Bilge, or increased thickness, and length applied				
" fm up. part of Bilge to lr. 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.	33	10	30	8
" Up. or Spar Dk Sh'rstrake, brdth & thickness				
Butt Straps to outside plating, breadth & thickness				
Lengths of Plating				
Shifts of Plating, and Stringers				
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	
Tie Plates fore and aft, outside Hatchways				
Diagonal Tie Plates on Beams No. of Pairs				
Planksheer material and scantling				
Waterways do. do.				
Flat of Upper Deck do. do.				
How fastened to Beams				
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				
Is the Stringer Plate attached to the outside plating?				
Angle Irons on ditto, No.				
Stringer or Tie Plates, outside Hatchways				
Flat of Lower Deck				
Ceiling betwixt Decks, thickness and material				
" in hold do. do.				
Main piece of Rudder, diameter at head	3 3/4		3 3/4	
do. at heel	2 1/4		2 1/4	
Can the Rudder be unshipped afloat?	yes			
Bulkheads No. 4 Thickness of				
" Height up				
" How secured to sides of ship				
" Size of Vertical Angle Irons	2 1/2 2 1/2 4			
" Are the outside Plates doubled two spaces of Frames in length?	yes			

Transoms, material. Knight-heads. Hawse Timbers. *Plates & angles.*
 Windlass *Iron. (Reid Pall Butt & 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.O.B. & scale 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 *and 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 *lower edge and upper edge* 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 parting*
 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 *wood* in *good* condition, and sufficient in size and length. If of Iron or Steel give Scanlings 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

Rig - 3 masted fore & aft Schooner.

5832
 + *10* = *583*

No.	NUMBER for EQUIPMENT	SAILS.	CABLES, &c.	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.
		Fore Sails,	Chain ... 190	165	1 5/16	15.8	165 <i>15/16</i>	<i>Langdon</i>	Bower Anchors	341	6" 3" 1	9.0.0.0	6.2.0	<i>Langdon</i>
<i>One</i>		Fore Top Sails,	Iron Str'm Chain	165 1/2	5/8	4.625	45... <i>19/16</i>	<i>Langdon</i>	Stream	314	2" 0" 11	4.12.2.0	2.0.0.0	<i>Langdon</i>
<i>full</i>		Fore Topmast Stay Sails,	Ditto do.						Kedge		1.0.20	1.0.0.0		<i>Langdon</i>
<i>suit</i>		Main Sails,	Towlines	90	6		90... <i>5</i>		Ditto					
		Main Top Sails,	Warp	75	8		75... <i>4</i>							
		and	quality <i>good</i>											

Standing and Running Rigging *Horse & Hempen* 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.* *shifting web beams, also 2 strong web frames to bilges attached at head to keel beams and all well killed. Strong fore & after in each bay.*
 Hatches, If strong and efficient? *Yes and 3' solid.*

Order for Special Survey No. *1036* DATES of Surveys held while building as per Section 18. *Specially Surveyed 1881 - April 4, May 31, June 2, 21, July 22, August 22, 31, Sept 12, 16.*
 Date *9 June 1881*
 Order for Ordinary Survey No. *✓*
 Date *✓*
 No. *15* in builder's yard.

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 Nos. submitted and approved, please see Seet's letter dated 1st April 1881. the Committee's requirements as stated therein have been complied with -

She has a topsall fore-castle, bridge house and raised quarter deck of the scantlings to stem on the tracings; the sheer stroke is doubled for about 18 feet in way of the breast. Is constructed to carry water ballast in fore peak and the compartment tested & found tight.

State if one, two, or three decked vessel, and if open on wing deck; and the lengths of poop, fore-castle, 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 the 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 27th 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 *100 A. 1*
 Surveyor to Lloyd's Register of British and Foreign Shipping. *J. L. Arncliffe*
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 fore peak tank being found watertight when tested at Cardiff. See letter from office 25/11/81.

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