

IRON SHIP.

(Received at London Office, Rec'd 24th SEP, 1883)

No. 5504 Survey held at Port Glasgow Date, First Survey 5th Feby/83 Last Survey 22nd Sept. 1883
 On the Ship "Elmhurst" (27 weeks)

TONNAGE under Tonnage Deck	1630.08
Ditto of Third, Spar, or Awaiting Deck.	
Ditto of Poop, or Raised Or. Dk.	79.65
Ditto of Houses on Deck	15.85
Ditto of Forecabin	58.34
Gross Tonnage	1783.92
Less Crew Space	72.11
Less Engine Room	
Register Tonnage as cut on Beam	1711.81

ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING DECKED VESSEL.	
Half Breadth (moulded)	19.75
Depth from upper part of Keel to top of Upper Deck Beams	25.80
Girth of Half Midship Frame (as per Rule)	39.25
1st Number	84.80
1st Number, if a 3-Decked Vessel deduct 7 feet	253.5
Length	214.96.8
2nd Number	
Proportions—Breadths to Length	6.42
Depths to Length—Upper Deck to Keel	9.8
Main Deck ditto	

Master J. Robertson
 Built at Port Glasgow
 When built 1883 Launched 23rd Feby/83
 By whom built R. Duncan
 Owners Robt R. Paterson
 Residence City Bank Buildings Greenock
 Port belonging to Greenock
 Destined Voyage Buenos Ayres
 Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule	253 6	BREADTH Moulded	39 6	DEPTH top of Floors to Upper Deck Beams	23 8 1/2	Power of Engines		No. of Decks with flat laid	2
				Do. do. Main Deck Beams				No. of Tiers of Beams	2

Dimensions of Ship per Register, length, 264.9 breadth, 39.8 depth, 23.48

	Inches in Ship		Inches per Rule		Class 100 B		Inches per Rule		Inches per Rule	
	In Ship	In Ship	In Ship	In Ship	In Ship	In Ship	In Ship	In Ship	In Ship	In Ship
KEEL, depth and thickness	9 1/2	2 1/2	9 1/2	2 1/2	9	2 1/2	9	2 1/2	9	2 1/2
STEM, moulding and thickness	9	2 1/2	9	2 1/2	9	2 1/2	9	2 1/2	9	2 1/2
STERN-POST for Rudder do. do.	9	2 1/2	9	2 1/2	9	2 1/2	9	2 1/2	9	2 1/2
" " for Propeller										
Distance of Frames from moulding edge to moulding edge, all fore and aft	24		24		24		24		24	
FRAMES, Angle Iron, for 3/4 length amidships	5	3 1/2	5	3 1/2	5	3 1/2	5	3 1/2	5	3 1/2
Do. for 1/2 at each end	5	3 1/2	5	3 1/2	5	3 1/2	5	3 1/2	5	3 1/2
REVERSED FRAMES, Angle Iron	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2
FLOORS, depth and thickness of Floor Plate mid line for half length amidships	25	10	25	10	25	10	25	10	25	10
thickness at the ends of vessel	12 1/2	8	12 1/2	8	12 1/2	8	12 1/2	8	12 1/2	8
depth at 3/4 the half-bdth. as per Rule	12 1/2		12 1/2		12 1/2		12 1/2		12 1/2	
height extended at the Bilges	50		50		50		50		50	
BEAMS, Upper, Spar, or Awaiting Deck	9	9	9	9	9	9	9	9	9	9
Single or double Angle Iron on Upper edge	3 1/2	3	3 1/2	3	3 1/2	3	3 1/2	3	3 1/2	3
Average space	48		48		48		48		48	
BEAMS, Main, or Middle Deck										
Single or double Angle Iron on Upper edge										
Average space										
BEAMS, Lower Deck	9 1/2	9	9 1/2	9	9 1/2	9	9 1/2	9	9 1/2	9
Single or double Angle Iron on Upper edge	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2
Average space	48		48		48		48		48	
BEAMS, Hold or Orlop										
Single or double Angle Iron on Upper edge										
Average space										
KEELSONS Centre line, single or double plate, box, or intercostal, plates	18	10	18	10	18	10	18	10	18	10
" Rider Plate	12	12	12	12	12	12	12	12	12	12
" Bulb Plate to Intercostal Keelson										
" Angle Irons	5 1/2	4	5 1/2	4	5 1/2	4	5 1/2	4	5 1/2	4
" Double Angle Iron Side Keelson	5 1/2	4	5 1/2	4	5 1/2	4	5 1/2	4	5 1/2	4
" Side Intercostal Plate										
" do. Angle Irons										
" Attached to outside plating with angle iron	3	3	7	3	3	7	3	3	7	3
BILGE Angle Irons	5 1/2	4	5 1/2	4	5 1/2	4	5 1/2	4	5 1/2	4
" do. Bulb Iron										
" do. Intercostal plates riveted to plating for length										
BILGE STRINGER Angle Irons	5 1/2	4	5 1/2	4	5 1/2	4	5 1/2	4	5 1/2	4
" Intercostal plates riveted to plating for length										
SIDE STRINGER Angle Irons	5 1/2	4	5 1/2	4	5 1/2	4	5 1/2	4	5 1/2	4

The FRAMES extend in one length from middle line to gunwale Riveted through plates with 7/8 in. Rivets, about 7 apart.
 The REVERSED ANGLE IRONS on floors and frames extend from middle line to gunwale on every pane and to framing Strips 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 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 4 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 4 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 or single riveted; with rivets 7/8 in. diameter, averaging 4 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 or single riveted. Upper Sheerstrake, double or single riveted.
 " Butts of Main Sheerstrake, treble riveted for length amidships. Butts of Upper or Spar Sheerstrake, treble riveted 1/2 length amidships.
 " Butts of Main Stringer Plate, treble riveted for length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for 1/2 length.
 " Breadth of laps of plating in double riveting 5 1/4 Breadth of laps of plating in single riveting 5

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted 7 No. of Breasthooks, 4 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, Wales-Mosend-Plates-Corsett
 The above is a correct description.
 Builder's Signature, R. Duncan Surveyor's Signature, J. Robertson
 Surveyor to Lloyd's Register of British and Foreign Shipping.

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

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

Form No. 1 for Iron Ships—1000—(6/11/82)

GIRK 300-0297

Workmanship. Are the butts of plating planed or otherwise fitted? *Yes*
 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 rivoting 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? *Yes a few only at the butts*

Masts, Bowsprit, Yards, &c., are *Iron & 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.

State also Length and Diameter of Lower Masts and Bowsprit

	Heel	Heel	Heel	Heel	Notes
	27x7/16	31x7/16	25x7/16	21x7/16	
Foremast	89-3				Butt straps outside treble riddled above deck double below - all 1/2 thick
Main Mast	91-11				than plates - Seams double riveted - Ribs 1/2" - 1/2" - 1/2" - 1/2"
Mizen Mast	82-11				in round - others and bowsprit 1/2 plates - Bowsprit four 2 feet
Bowsprit	55-10				4x3/4x7/16 - Fore & Main Mast 4x3/4x7/16 - Mizen 3x3/4x7/16
Head to Cab	24-10				Diaphragm plate to bowsprit 10x5/16 - Mast doubled at dk Bowsprit

No.	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.		No.	Weight. Ex. Stock.	Test per Certificate.	Wght req'd per Rule.	Machine where Tested & Suprntd.
								Bower Anchors	Stream Anchor					
	Fore Sails,	Chain	135	1 1/2"	67.10.0.0			15767	36.3.11	32-13-121	36 1/2 cwt			
	Fore Top Sails,	Iron Stream Chain	90	1 1/2"	20.6.0.0			15557	36.7.8	33-10-1-7				
	Fore Topmast Stay Sails,	Steel Wire			30.8.0.0			15761	31.7.25	29-18-3-0				
	Main Sails,	Hawser	90	10 1/2"				Total		105.0.16	Total	107 cwt		
	Main Top Sails, and	Warp	90	6 1/2"				Stream Anchor	15858	11.2.11	13-10.0.0	11 1/2"		
								Kedge	15977	5.2.16	8.0.2.14	5 1/2"		
								2nd Kedge	15946	2.3.6	5.7.2.0	2 3/4"		

Standing and Running Rigging *wire & manilla* sufficient in size and *good* in quality. She has *2* Life Boats and *4* others.
 The Windlass is *Iron patent* Capstan *Good* and Rudder *Good* Pumps *Good & sufficient*

Engine Room Skylights. How constructed? *How secured in ordinary 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? *7 freeing scuttles in bulwarks and 14 scuppers on each side.*

Cargo Hatchways. How formed? *Plate corners 2 1/4 x 9/16*

State size Main Hatch *15 1/2 x 12* Forehatch *8 x 8* Quarterhatch *8 x 7*

If of extraordinary size, state how framed and secured? *Yes*

What arrangement for shifting beams? *A wide web plate beam in main hatchway.*

Hatches, If strong and efficient? *Yes*

Order for Special Survey No.	Date	Order for Ordinary Survey No.	Date	No.	State dates of letters respecting this case
1130	10th Nov 1882			193	30th November 1882

1st. On the several parts of the frame, when in place, and before the plating was wrought
 2nd. On the plating during the process of riveting
 3rd. When the beams were in and fastened, and before the decks were laid....
 4th. When the ship was complete, and before the plating was finally coated or cemented...
 5th. After the ship was launched and equipped

Specially surveyed 1883: July 5. 26; Mch 9. 16. 21; Apl 3. 9. 25. 26. 30; May 9. 14. 24. 28; June 7. 13. 25. 28; July 25. 26; Aug 8. 17. 27; Sept 8. 14. 19 + 22

General Remarks (State quality of workmanship, &c.) *This is an iron sailing ship, built in accordance with the approved plans attached hereto and with the Society's Rules. She is a sister vessel in almost every respect to the ship "Ireta" by the same builders - but for other owners. See Greenock Survey Report No 847. The deck openings are well protected, the deck erections thoroughly strengthened and painting fully provided against. The workmanship is good.*

Order for Special Survey No. *1130* Date *10th Nov 1882*
 Order for Ordinary Survey No. *193* Date *9th Nov 1882*
 No. *193* in builder's yard. State dates of letters respecting this case *30th November 1882*

How are the surfaces preserved from oxidation? Inside *Paint and Cement* Outside *Paint & Composition*

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

The amount of the Entry Fee£ *4* is received by me, *Special £67.16. 22/9/ 1883*

Committee's Minute *TUESDAY 25 SEPT 1883*

Character assigned *100 A 1*

Surveyor to Lloyd's Register of British and Foreign Shipping. It is submitted that this vessel meets the favorable consideration of the Committee to be classed *100 A 1* as recommended.

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

J.M.

J. A. P. R.
2 DRS

L. Hearle
Surveyor to Lloyd's Register of British and Foreign Shipping.
24/9/83