

IRON SHIP.

(Received at London Office) **WEDNESDAY 9 OCT 1883**

No. 555 Survey held at Port Glasgow Date, First Survey 14th May 83 Last Survey 2nd Oct 1883
 On the Screw Progress (21 visits)

TONNAGE under Tonnage Deck 317.42
 Ditto of Hatchways 3.87
 Ditto of Ramp 26.98
 Raised Or. Dk. 61.94
 Ditto of Forecastle 24.74
 Gross Tonnage 444.95
 Less Crew Space 31.10
 Less Engine Room 142.38
 Register Tonnage 271.47
 as cut on Beam

ONE, OR TWO DECKED, THREE DECKED VESSEL,
~~SPAR, OR AWNING DECKED VESSEL.~~
 Half Breadth (moulded) 11.45
 Depth from upper part of Keel to top of Upper Deck Beams 13.16
 Girth of Half Midship Frame (as per Rule) 21.55
 1st Number 46.16
 1st Number, if 3 Decked Vessel deduct 7 feet
 Length 155.8
 2nd Number 7191.7
 Proportions— Breadths to Length 6.7
 Depths to Length—Upper Deck to Keel 11.8
 Main Deck ditto

Master Donaldson
 Built at Port Glasgow
 When built 1883 Launched 6th Sept 1883
 By whom built Murdoch & Murray
 Owners J. & J. Macfarlane
 Residence 36 Cowald Street Glasgow
 Port belonging to Glasgow
 Destined Voyage Gales
 Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule 155 **BREADTH** Moulded 22 **DEPTH** top of Floors to Upper Deck Beams 12 **Power of Engines** 65 **Nº. of Decks with flat laid** 1
 Feet. Inches. Feet. Inches. Feet. Inches. Horse. Nº. of Tiers of Beams 1

Dimensions of Ship per Register, length, breadth, depth,	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.
KEEL , depth and thickness	7 x 1 1/8	7 x 1 1/8	6 1/4 x 1 1/8	6 1/4 x 1 1/8	6 1/4 x 3/4	6 1/4 x 3/4	6 1/4 x 3/4	6 1/4 x 3/4
STEM , moulding and thickness	6 1/4 x 1 1/8	6 1/4 x 1 1/8	6 1/4 x 3/4	6 1/4 x 3/4	6 1/4 x 3/4	6 1/4 x 3/4	6 1/4 x 3/4	6 1/4 x 3/4
STERN-POST for Rudder do. do.	6 1/4 x 3/4	6 1/4 x 3/4	6 1/4 x 3/4	6 1/4 x 3/4	6 1/4 x 3/4	6 1/4 x 3/4	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	6 1/4 x 3/4	6 1/4 x 3/4	6 1/4 x 3/4	6 1/4 x 3/4	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	21	21	21	21	21	21
FRAMES , Angle Iron, for 3/4 length amidships	3	3	3	3	3	3	3	3
Do. for 1/2 at each end	3	3	3	3	3	3	3	3
REVERSED FRAMES , Angle Iron	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2
FLOORS , depth and thickness of Floor Plate at mid line for half length amidships	13	13	13	13	13	13	13	13
" thickness at the ends of vessel	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2
" depth at 3/4 the half-bdth. as per Rule	26	26	26	26	26	26	26	26
" height extended at the Bilges	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2
BEAMS , Upper, Spar, or Awning Deck	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2
Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron	42	42	42	42	42	42	42	42
Angle or double Angle Iron on Upper edge	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2
Average space	42	42	42	42	42	42	42	42
BEAMS , Main, or Middle Deck	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2
Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2
Angle or double Angle Iron on Upper Edge	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2
Average space	210	210	210	210	210	210	210	210
BEAMS , Lower Deck	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2
Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2
Angle or double Angle Iron on Upper Edge	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2
Average space	210	210	210	210	210	210	210	210
BEAMS , Hold, or Orlop in way of Rudder	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2
Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2
Angle or double Angle Iron on Upper Edge	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2
Average space	210	210	210	210	210	210	210	210
KEELSONS Centre line, single or double plate, box, or intercostal plates	10	10	10	10	10	10	10	10
" Rider Plate	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2
" Bulb Plate to Intercostal Keelson	3	3	3	3	3	3	3	3
" Angle Irons	3	3	3	3	3	3	3	3
" Double Angle Iron Side Keelson	4	4	4	4	4	4	4	4
" Side Intercostal Plate Wash Plate	4	4	4	4	4	4	4	4
" do. Angle Irons	4	4	4	4	4	4	4	4
" Attached to outside plating with angle iron	4	4	4	4	4	4	4	4
BILGE Angle Irons	3	3	3	3	3	3	3	3
" do. Bulb Iron	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2
" do. Intercostal plates riveted to plating for length	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2
BILGE STRINGER Angle Irons	3	3	3	3	3	3	3	3
Intercostal plates riveted to plating for Bulb Iron for 2 1/5 length	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2
SIDE STRINGER Angle Irons	3	3	3	3	3	3	3	3

The **FRAMES** extend in one length from middle line to gunwale Riveted through plates with 3/4 in. Rivets, about 6 apart.
 The **REVERSED ANGLE IRONS** on floors and frames extend from middle line to bilge stringer and gunwale and to hold beams alternately in way of Rudder
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 3/8 + 3/4 in. diameter averaging 2 1/2 + 3 ins. from centre to centre.
 " Butts of 1 Strake at Bilge for 1/2 length, double 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 3/8 + 3/4 in. diameter, averaging 2 1/2 + 3 ins. from cr. to cr.
 " Butts from Bilge to main Sheerstrake, worked carvel, double riveted; with rivets 3/8 + 3/4 in. diameter, averaging 2 1/2 + 3 ins. from cr. to cr.
 " Edges of Main Sheerstrake, double or single riveted. Upper Sheerstrake, double or single riveted. double riveted in way of break
 " Butts of Main Sheerstrake, double riveted for length amidships. Butts of Upper or Spar Sheerstrake, double riveted length amidships.
 " Butts of Main Stringer Plate, double riveted for length amidships. Butts of Upper or Spar Stringer Plate, double riveted for length amidships.
 " Breadth of laps of plating in double riveting 3 3/4 + 4 1/2 Breadth of laps of plating in single riveting 2 1/4 + 2 1/2
 Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted 2 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, Plates - Corbett - Angles - Mossend - Dalziel - The Carle
 The above is a correct description.
 Builder's Signature, Murdoch & Murray Surveyor's Signature, The Carle
 Surveyor to Lloyd's Register of British and Foreign Shipping.

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

Masts, Bowsprit, Yards, &c., are *P. 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
P. Pine Pales.

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS. N ^o .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested & Suprntd.
SAILS.											
One complete suit and	Fore Sails,	105	1 1/16	20 1/2	1 1/16	Netherthorpe	Bower Anchors	15 1/2	8.1.7	10.10.0.0	Netherthorpe
	Fore Top Sails,	60	7/16	8 1/2	7/16	"	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	15 1/2	8.0.0.0	10.2.2.0	"
	Fore Topmast Stay Sails,	75	7 1/2	75	7 1/2	"		15 1/2	7.1.0	9.9.1.14	"
	Main Sails,	90	5 1/2	90	5 1/2	"	Stream Anchor	15 1/2	2.2.7	5.2.2.0	"
	Main Top Sails,						Kedge		1.1.0	1.1.0	"
							2nd Kedge				"
											"
											"
											"
											"
											"

Standing and Running Rigging *Good* is sufficient in size and *Good* in quality. She has *2* Long Boat *Sand*
The Windlass is *Iron Patent* Capstan *Good* and Rudder *Good* Pumps *Good & sufficient*
Engine Room Skylights. How constructed? *Leak over iron casing* How secured in ordinary weather? *By bolts & straps*
What arrangements for deadlights in bad weather? *Glass Bulb eyes*
Coal Bunker Openings. How constructed? *Iron casings 23 x 7/16* How are lids secured? *3" hatch secured by bolts & strap* Height above deck? *23"*
Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *Two scuppers on each side of fore deck*
Cargo Hatchways. How formed? *Plate casings sheathed 7/16 thick*
State size *Fore Main Hatch 19.6 x 9.0* *Main Fore hatch 16.0 x 8.0* *Quarter hatch*
If of extraordinary size, state how framed and secured? *✓*
What arrangement for shifting beams? *One deep web plate shifting beam & 1 fore & after to fore hatchway*
Hatches, If strong and efficient? *Yes. 3" thick* and 1 shifting beam & 1 fore & after to main hatch

Order for Special Survey No. *1150* Date *13th Feb/83*
Order for Ordinary Survey No. *4* Date *7/4*
No. *74* in builder's yard.
State dates of letters respecting this case *11/1/83 24/1/83 26/4/83*
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
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: May 14. 24; June 4. 12. 22. 25; July 11. 16. 25. 31; Aug 3. 7. 11. 17. 31; Sept. 5. 27. 28; Oct 1 & 2.

General Remarks (State quality of workmanship, &c.) *This is a one decked iron screw steamer built in accordance with the approved plans attached hereto and in the Rules generally.*
The water ballast tanks have been duly tested with water pressure to the height of the load water line and found satisfactory.
The workmanship is good.

State if one, two, or three decked vessel, or if spar, or arming decked; and the lengths of poop, bridge, fore-castle, or raised quarter deck. (If double bottom, state particulars on separate form)
How are the surfaces preserved from oxidation? Inside *Paint and cement* Outside *Paint & Composition*
I am of opinion this Vessel should be Classed *100A 1*
The amount of the Entry Fee£ 2 : : : is received by me, *J. W. Shearle*
Special£ 20.14. 8/10/ 1883
(to be sent as per margin). Certificate ... *Gratis*
(Travelling Expenses, if any, £ ...)
Committee's Minute
Character assigned *100A 1*
FRIDAY 12 OCT 1883 18
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