

IRON SHIP.

(Received at London Office,

27/11/83

No. 8546 Survey held at Greenock

Date, First Survey

Last Survey 26th November 1883

On the Screw "Crown of Arragon"

TONNAGE under } 2144.64
Tonnage Deck }
Ditto of Third, Spar, }
or Awning, Deck. }
Ditto of Keel, or }
Raised or Ditto }
Ditto of Houses }
on Deck }
Ditto of Foremast }
Gross Tonnage } 2256.14
Less Crew Space } 42.65
2207.49
Less Engine Room } 721.96
Register Tonnage }
as cut on Beam } 1485.53

ONE, OR TWO DECKED, THREE DECKED VESSEL,
SPAR, OR AWNING DECKED VESSEL.
Half Breadth (moulded) 18.6
Depth from upper part of Keel to top of Upper Deck Beams 28.3
Girth of Half Midship Frame (as per Rule) 42.3
1st Number 89.0
1st Number, if a 3-Decked Vessel .. deduct 7 feet 7
82.0
Length 299
2nd Number 24518
Proportions— Breadths to Length 8.08
Depths to Length—Upper Deck to Keel 10.67
Main Deck ditto 14.57

Master R. Ferguson
Built at Greenock
When built 1883 Launched 16th Oct
By whom built Scott & Co
Owners Prentice Clafferton & Co
Residence 97 Buchanan Street
Port belonging to Glasgow
Destined Voyage Bombay
If Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule ... 299 0 Feet. Inches. BREADTH—Moulded... 37 0 Feet. Inches. DEPTH top of Floors to Upper Deck Beams ... 26 3 Feet. Inches. Power of Engines ... 275 Horse. N° of Decks with flat laid 2 N° of Tiers of Beams 3

Dimensions of Ship per Register, length, 300.55 breadth, 37.3 depth, 26.1

	Inches in Ship.	Inches per Rule.		Inches in Ship.	Inches per Rule.
KEEL, depth and thickness			Flat Keel Plates, breadth and thickness		
STEM, moulding and thickness... .. .			PLATES in Garboard Strakes, br'dth & thickness		
STERN-POST for Rudder do. do.			„ From Garboard to upper part of Bilges... .. .		
„ „ for Propeller			„ Of d'bling at Bilge, or increased thickness, and length applied		
Distance of Frames from moulding edge to moulding edge, all fore and aft			„ From up. prt of Bilge to l.r. edge of Sh'rstrake... .. .		
			„ Main Sheerstrake, breadth and thickness..... .. .		
			„ Of d'bling at Sh'stk. & lng. applied		
			„ From M'n. to Up. or Spar Dk. Sh'rstrake... .. .		
			„ Up. or Spar Dk Sh'rstrake, br'dth & thic'k' ss... .. .		
			Butt Straps to outside plating, breadth & thickness		
FRAMES, Angle Iron, for $\frac{3}{4}$ length amidships			Lengths of Plating		
Do. for $\frac{1}{2}$ at each end			Shifts of Plating, and Stringers		
REVERSED FRAMES, Angle Iron			Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness... .. .		
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships			Angle Iron on ditto		
„ thickness at the ends of vessel			Tie Plates fore and aft, outside Hatchways		
„ depth at $\frac{3}{4}$ the half-bdth. as per Rule			Diagonal Tie Plates on Beams No. of Pairs		
„ height extended at the Bilges... .. .			Flat of Up., Spar, or Awning Dk.*		
BEAMS, Upper, Spar, or Awning Deck } Single or d'ble Ang. Iron, Plate or Tee Bulb Iron }			How fastened to Beams		
Single or double Angle Iron on Upper edge			Stringer Plate on ends of Main or Middle Deck } Beams, breadth and thickness		
Average space... .. .			Is the Stringer Plate attached to the outside plating?		
BEAMS, Main, or Middle Deck			Angle Irons on ditto, No.		
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron }			Tie Plates, outside Hatchways		
Single or double Angle Iron, on Upper Edge			Diagonal Tie Plates on Beams, No. of pairs		
Average space... .. .			Flat of Middle Deck* do. do.		
BEAMS, Hold, or Orlop—			How fastened to Beams		
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron }			Stringer Plates on ends of Lower Deck, Hold or Orlop Beams		
Single or double Angle Iron on Upper Edge			Is the Stringer Plate attached to the outside plating?		
Average space... .. .			Angle Irons on ditto, No.		
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates			Stringer or Tie Plates, outside Hatchways		
„ Rider Plate			Flat of Lower Deck*		
„ Bulb Plate to Intercoastal Keelson					
„ Angle Irons			Ceiling betwixt Decks, thickness and material		
„ Double Angle Iron Side Keelson			„ in hold do. do.		
„ Side Intercoastal Plate			Main piece of Rudder, diameter at head		
„ do. Angle Irons			do. at heel		
„ Attached to outside plating with angle iron			Can the Rudder be unshipped afloat?		
BILGE Angle Irons			Bulkheads No. No. per Rule		
„ do. Bulb Iron... .. .			„ Thickness of		
„ do. Intercoastal plates riveted to plating for length }			„ Height up		
BILGE STRINGER Angle Irons			„ How secured to sides of ship		
Intercoastal plates riveted to plating for length }			„ Size of Vertical Angle Irons and distance apart		
SIDE STRINGER Angle Irons			„ Are the outside Plates doubled two spaces of Frames in length?		

The FRAMES extend in one length from _____ to _____ Riveted through plates with _____ in. Rivets, about _____ apart.
The REVERSED ANGLE IRONS on floors and frames extend _____ middle line to _____ and to _____ alternately
KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? _____ And butts properly shifted? _____
PLATING. Garboard, double riveted to Keel, with rivets _____ in. diameter, averaging _____ ins. from centre to centre.
„ Edges of Garboards and to upper part of Bilge, worked clench, double riveted; with rivets _____ in. diameter, averaging _____ ins. from centre to centre.
„ Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets _____ in. diameter averaging _____ ins. from centre to centre.
„ Butts of _____ Strakes at Bilge for _____ length, treble riveted with Butt Straps _____ thicker than the plates they connect.
„ Edges from Bilge to Main Sheerstrake, worked clench, double or single riveted; with rivets _____ in. diameter, averaging _____ ins. from cr. to cr.
„ Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets _____ in. diameter, averaging _____ 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 _____ length amidships.
„ Butts of Main Stringer Plate, treble riveted for _____ length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for _____ length.
„ Breadth of laps of plating in double riveting _____ Breadth of laps of plating in single riveting _____
Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? _____ No. of Breasthooks, _____ Crutches, _____
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? _____
Manufacturer's name or trade mark, _____
The above is a correct description.
Builder's Signature, _____ Surveyor's Signature, _____
Surveyor to Lloyd's Register of British and Foreign Shipping.

Workmanship. Are the butts of plating planed or otherwise 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?

Are the fillings between the ribs and plates solid single pieces?

Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other?

Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces?

Do any rivets break into or through the seams or butts of the plating?

Masts, Bowsprit, Yards, &c., are in 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

NUMBER for EQUIPMENT 28385		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	Wght req'd per Rule.	Machine where Tested & Suprntd.
SAILS.												
CABLES, &c.												
N ^o .	Chain	60	1 13/16	59 1/8. 82 3/4	27 0 1 1/4	165 R. S. Pitt	Bower Anchors	16232	34 0 6	31 1/4 1 1/4		Weston
Fore Sails,	Iron Stream Chain	75	1 1/4	63 1/4. 88 1/2		165 R. S. Pitt						
Fore Top Sails,	or Steel Wire	75	1 1/4	22 1/4. 34 1/8	75 1/8	165 R. S. Pitt						
Fore Topmast Stay Sails,	or Hempen Strm Cable	90	4	100 1/4		165 R. S. Pitt						
Main Sails,	Towline, Hemp.	90	4	100 1/4		165 R. S. Pitt						
Main Top Sails,	or Steel Wire	90	3	90 9/16		165 R. S. Pitt	Stream Anchor	7725	11 3 14	13 15 0 0	10 3 0	165 R. S. Pitt
and	Hawser	90	9 1/2	90 8		165 R. S. Pitt	Kedge	16306	5 2 10	7 18 1 1/2	5 2 0	165 R. S. Pitt
	Warp	90	8	90 8		165 R. S. Pitt	2nd Kedge	16221	2 2 24	5 5 0 0	2 2 0	165 R. S. Pitt
	quality	Good	90	5		165 R. S. Pitt						

Standing and Running Rigging sufficient in size and in quality. She has Long Boat and

The Windlass is Capstan and Rudder Pumps

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?

Cargo Hatchways. How formed?

State size Main Hatch Forehatch Quarterhatch

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams?

Hatches, If strong and efficient?

Order for Special Survey No.

Date

Order for Ordinary Survey No.

Date

No. 228 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
- 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

See attached Report

also 21st 22nd 23rd 24th and 26th November 1883

State dates of letters respecting this case

General Remarks (State quality of workmanship, &c.)

The equipment now on board the vessel is as stated above - and the 60 Fathoms of 1 13/16 chain cable will be replaced with 60 Fathoms of 1 1/4 chain on the vessel's arrival at Liverpool - where she completes her loading for Bombay.

It is respectfully submitted that under the circumstances detailed by the builders in their application the vessel may now be considered eligible to class 100 A & subject to the equipment being made exactly in accordance with the Rules to the satisfaction of the Society's Surveyors at Liverpool upon her arrival at that port. It is also respectfully submitted that the Liverpool Surveyors should be advised accordingly.

State if one, two, or three decked vessel, or if spar, or awning 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 Outside

I am of opinion this Vessel should be Classed * 100 A 1 (subject to the conditions stated above.)

The amount of the Entry Fee£ : : : is received by me, Special£ : : : 18

(to be sent as per margin). Certificate ... (Travelling Expenses, if any, £)

Committee's Minute

Character assigned

TUESDAY 27 NOV 1883

18

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

This vessel appears eligible to be classed as recommended or 100 A. provided the 60 fms of 1 13/16 chain be replaced with 60 fms of 1 1/4 as proposed. 28th (1883) 30th 11/18