

# IRON SHIP.

568 Survey held at *Port Glasgow* Date, First Survey *7 June 1883* Last Survey *10<sup>th</sup> December 1883*  
*Iron Ship "Helensburgh"* 29 visits.

Under Deck 1630.08 ~~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  
 1s ... .. 24.80  
 1s ... .. r, if a 3-Decked Vessel .. deduct 7 feet  
 Length ... .. 253.5  
 2nd Number ... .. 21496.8  
 Proportions— Breadths to Length... .. 6.42  
 Depths to Length—Upper Deck to Keel... .. 9.8  
 Main Deck ditto ... ..  
 Room ... ..  
 Storage Beam 1699.42  
 Master *R. L. Weeks*  
 Built at *Port Glasgow*  
 When built *1883* Launched *Nov 3. 1883*  
 By whom built *R. Duncan & Co*  
 Owners *Thom & Cameron*  
 Residence *93 Glesfide St Glasgow*  
 Port belonging to *Glasgow*  
 Destined Voyage *Rangoon*  
 If Surveyed while Building, Afloat, or in Dry Dock.  
 Society's Trade Line at *5<sup>th</sup> St.*

| Feet. | Inches. | BREADTH—   | Feet. | Inches. | DEPTH top of Floors to Upper | Feet. | Inches. | Power of    | Horse. | Nº. of Decks with flat laid |
|-------|---------|------------|-------|---------|------------------------------|-------|---------|-------------|--------|-----------------------------|
| AS    |         | Moulded... |       |         | Deck Beams                   |       |         | Engines ... |        | Nº. of Tiers of Beams       |
| 253   | 6       |            | 39    | 6       |                              | 23    | 8 1/2   |             |        | 2                           |

of Ship per Register, length, *264.9* breadth, *39.8* depth, *23.45*.

|  | Inches in Ship. | Inches per Rule. | Inches in Ship. | Inches per Rule. | Inches in Ship. | Inches per Rule. | Inches in Ship. | Inches per Rule. |
|--|-----------------|------------------|-----------------|------------------|-----------------|------------------|-----------------|------------------|
| Depth and thickness ... ..   | 12 x 2          | 9 1/2 x 2 1/2    | 12 x 2          | 9 1/2 x 2 1/2    | 12 x 2          | 9 1/2 x 2 1/2    | 12 x 2          | 9 1/2 x 2 1/2    |
| Building and thickness... ..   | 9 x 2 1/2       | 9 x 2 1/2        | 9 x 2 1/2       | 9 x 2 1/2        | 9 x 2 1/2       | 9 x 2 1/2        | 9 x 2 1/2       | 9 x 2 1/2        |
| OST for Rudder do. do. ... ..  | 9 x 2 1/2       | 9 x 2 1/2        | 9 x 2 1/2       | 9 x 2 1/2        | 9 x 2 1/2       | 9 x 2 1/2        | 9 x 2 1/2       | 9 x 2 1/2        |
| " for Propeller ... ..   | 24              | 24               | 24              | 24               | 24              | 24               | 24              | 24               |
| of Frames from moulding edge to  |                 |                  |                 |                  |                 |                  |                 |                  |
| g edge, all fore and aft ... ..  |                 |                  |                 |                  |                 |                  |                 |                  |
| Angle Iron, for 3/4 length amidships ...   | 5               | 3 1/2            | 8               | 5                | 3 1/2           | 8                | 5               | 3 1/2            |
| 1/2 at each end ... ..   | 5               | 3 1/2            | 7               | 5                | 3 1/2           | 7                | 5               | 3 1/2            |
| ED FRAMES, Angle Iron ... ..   | 3 1/2           | 3 1/2            | 8               | 3 1/2            | 3 1/2           | 8                | 3 1/2           | 3 1/2            |
| depth and thickness of Floor Plate   | 25              | 10               | 25              | 10               | 25              | 10               | 25              | 10               |
| line for half length amidships ...   |                 |                  |                 |                  |                 |                  |                 |                  |
| thickness at the ends of vessel ... ..   | 12 1/2          | 8                | 12 1/2          | 8                | 12 1/2          | 8                | 12 1/2          | 8                |
| th at 3/4 the half-bdth. as per Rule ...   | 50              | 50               | 50              | 50               | 50              | 50               | 50              | 50               |
| light extended at the Bilges... ..   |                 |                  |                 |                  |                 |                  |                 |                  |
| Upper, Spar, or Awning Deck  | 9               | 9                | 9               | 9                | 9               | 9                | 9               | 9                |
| Angle Iron, Plate or Tee Bulb Iron   | 3 1/2           | 3                | 7               | 3 1/2            | 3               | 7                | 3 1/2           | 3                |
| double Angle Iron on Upper edge ...  | 48              | 48               | 48              | 48               | 48              | 48               | 48              | 48               |
| space... ..  |                 |                  |                 |                  |                 |                  |                 |                  |
| Main, or Middle Deck ... ..  |                 |                  |                 |                  |                 |                  |                 |                  |
| Angle Iron, Plate or Tee Bulb Iron   |                 |                  |                 |                  |                 |                  |                 |                  |
| double Angle Iron, on Upper Edge ...   |                 |                  |                 |                  |                 |                  |                 |                  |
| space... ..  |                 |                  |                 |                  |                 |                  |                 |                  |
| Lower Deck—  | 9 1/2           | 9                | 9 1/2           | 9                | 9 1/2           | 9                | 9 1/2           | 9                |
| Angle Iron, Plate or Tee Bulb Iron   | 3 1/2           | 3 1/2            | 7               | 3 1/2            | 3 1/2           | 7                | 3 1/2           | 3 1/2            |
| double Angle Iron on Upper Edge ...  | 48              | 48               | 48              | 48               | 48              | 48               | 48              | 48               |
| space... ..  |                 |                  |                 |                  |                 |                  |                 |                  |
| Hold, or Orlop   |                 |                  |                 |                  |                 |                  |                 |                  |
| Angle Iron, Plate or Tee Bulb Iron   |                 |                  |                 |                  |                 |                  |                 |                  |
| double Angle Iron on Upper Edge ...  |                 |                  |                 |                  |                 |                  |                 |                  |
| space... ..  |                 |                  |                 |                  |                 |                  |                 |                  |
| S Centre line, single or double plate,   | 18              | 13               | 18              | 13               | 18              | 13               | 18              | 13               |
| on, or Intercoastal, Plates ... ..   | 12              | 13               | 12              | 13               | 12              | 13               | 12              | 13               |
| ider Plate ... ..  |                 |                  |                 |                  |                 |                  |                 |                  |
| Plate to Intercoastal Keelson ... ..   |                 |                  |                 |                  |                 |                  |                 |                  |
| ngle Irons ... ..  | 5 1/2           | 4                | 9               | 5 1/2            | 4               | 9                | 5 1/2           | 4                |
| ouble Angle Iron Side Keelson ... ..   | 5 1/2           | 4                | 9               | 5 1/2            | 4               | 9                | 5 1/2           | 4                |
| de Intercoastal Plate ... ..   |                 |                  |                 |                  |                 |                  |                 |                  |
| do. Angle Irons ... ..   | 3               | 3                | 7               | 3                | 3               | 7                | 3               | 3                |
| attached to outside plating with angle iron  | 5 1/2           | 4                | 9               | 5 1/2            | 4               | 9                | 5 1/2           | 4                |
| ngle Irons ... ..  |                 |                  |                 |                  |                 |                  |                 |                  |
| to. Bulb Iron... ..  |                 |                  |                 |                  |                 |                  |                 |                  |
| o. Intercoastal plates riveted to  |                 |                  |                 |                  |                 |                  |                 |                  |
| plating for length   |                 |                  |                 |                  |                 |                  |                 |                  |
| STRINGER Angle Irons ... ..  | 5 1/2           | 4                | 9               | 5 1/2            | 4               | 9                | 5 1/2           | 4                |
| tercoastal plates riveted to plating for   |                 |                  |                 |                  |                 |                  |                 |                  |
| length   |                 |                  |                 |                  |                 |                  |                 |                  |
| TRINGER Angle Irons ... ..   | 5 1/2           | 4                | 9               | 5 1/2            | 4               | 9                | 5 1/2           | 4                |
| ES extend in one length from middle line to gunwale  |                 |                  |                 |                  |                 |                  |                 |                  |
| ERSED ANGLE IRONS on floors and frames extend from middle line to gunwale or every frame and to keel   |                 |                  |                 |                  |                 |                  |                 |                  |
| NS. Are the various lengths of Plates and Angle Irons properly connected? Yes  |                 |                  |                 |                  |                 |                  |                 |                  |
| And butts properly shifted? Yes  |                 |                  |                 |                  |                 |                  |                 |                  |
| G. Garboard, double riveted to Keel, with rivets 1/6 in. diameter, averaging 5/8 ins. from centre to centre.   |                 |                  |                 |                  |                 |                  |                 |                  |
| Bilges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 7/8 in. diameter, averaging 3 3/4 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 1/6 thicker than the plates they connect.  |                 |                  |                 |                  |                 |                  |                 |                  |
| Bilges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 7/8 in. diameter, averaging 3 3/4 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.  |                 |                  |                 |                  |                 |                  |                 |                  |
| Bilges of Main 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  |                 |                  |                 |                  |                 |                  |                 |                  |
| Laps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? No. of Breasthooks, 4 Crutches, 4   |                 |                  |                 |                  |                 |                  |                 |                  |
| Description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c. Good - Frames & Keelsons, N. Hartlepool. Beams, Mossend. Sheerstrake, N. Hartlepool. Stringer Plates, N. Hartlepool. |                 |                  |                 |                  |                 |                  |                 |                  |
| Manufacturer's name or trade mark, Masto - Carruth.  |                 |                  |                 |                  |                 |                  |                 |                  |
| Signature, R. Duncan & Co. Surveyor's Signature, L. Theale   |                 |                  |                 |                  |                 |                  |                 |                  |
| Surveyor to Lloyd's Register of British and Foreign Shipping.  |                 |                  |                 |                  |                 |                  |                 |                  |

state clearly, where plating is of alternate thickness—as distinguished from uniform thickness at ends of vessel.

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GRH301-0150



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 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 hull*

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

*Fore Mast 89.3 27x7/16 31x7/16 25x7/16 21x7/16 Fore Main Mast 4 angles 4x3x7/16 - Bowsprit 4 angles 4x3x7/16*  
*Main Mast 91.11 27x7/16 32x7/16 25x7/16 21x7/16*  
*Mizen Mast 82.11 24x7/16 29x7/16 22x7/16 19x7/16*  
*Bowsprit 55.10 27x7/16 32x7/16 25x7/16 14x5/16*  
*5 ft long at upper end under deck. Rivets 7/4. Diagonal Plate 10x9*

| NUMBER for EQUIPMENT     |                      | Fathoms.  | Inches. | Test per Certificate. | Inches per Rule. | Machine where Tested & Suprntd. | ANCHORS.      | N <sup>o</sup> . | Weight. Ex. Stock. | Test per Certificate. | Wt. req'd per Rule. | Machine where Tested & Suprntd. |
|--------------------------|----------------------|-----------|---------|-----------------------|------------------|---------------------------------|---------------|------------------|--------------------|-----------------------|---------------------|---------------------------------|
| SAILS.                   |                      |           |         |                       |                  |                                 | Bower Anchors |                  |                    |                       |                     |                                 |
| N <sup>o</sup> .         | Chain                | 3ms       | 15 1/16 | 94.67                 | 2 7/8            | 1/12/83                         | Stream Anchor |                  |                    |                       |                     |                                 |
| Fore Sails,              | Iron Stream Chain    | 13 1/2    | 1 7/16  | 20 1/2                | 20 1/2           | 75 1/16                         | Kedge         |                  |                    |                       |                     |                                 |
| Fore Top Sails,          | or Steel Wire        | 90.11     |         |                       |                  |                                 | 2nd Kedge     |                  |                    |                       |                     |                                 |
| Fore Topmast Stay Sails, | or Hempen Strm Cable | 90.10 1/2 |         |                       |                  |                                 |               |                  |                    |                       |                     |                                 |
| Main Sails,              | Towline, Hemp.       | 90.6 1/2  |         |                       |                  |                                 |               |                  |                    |                       |                     |                                 |
| Main Top Sails,          | or Steel Wire        |           |         |                       |                  |                                 |               |                  |                    |                       |                     |                                 |
| and                      | Hawser               |           |         |                       |                  |                                 |               |                  |                    |                       |                     |                                 |
|                          | Warp                 |           |         |                       |                  |                                 |               |                  |                    |                       |                     |                                 |
|                          | quality              |           |         |                       |                  |                                 |               |                  |                    |                       |                     |                                 |

Standing and Running Rigging *wire & manilla* sufficient in size and *good* in quality. She has *6* Long Boats and  
The Windlass is *Iron Patent* Capstan *Good* and Rudder *Good* Pumps *Good & sufficient*

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? *Scupper waterports in bulwarks also*  
*5 scuppers and 2 mowing pipes on each side.*

Cargo Hatchways. How formed? *By plate crammings and headledges.*  
State size Main Hatch *16 1/2 x 12 1/2* Forehatch *8 x 8* Quarterhatch *8 x 7 1/2*

If of extraordinary size, state how framed and secured? *✓*  
What arrangement for shifting beams? *A deep web plate shifting beam in main hatchway*

Hatches, If strong and efficient? *Yes 3 1/2 inches*

|   |   |   |  |
|---|---|---|--|
| Hatches, If strong and efficient?           |   | Yes 3 1/2 inches.   |  |
| Order for Special Survey No. 1132           | 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 | 1883. June 7. 10. 25. 28. July 11. 25. 31.     |
| Date 10 Nov 1882                            |   | 2nd. On the plating during the process of riveting  | Aug. 7. 14. 31. Sept. 8. 10. 21. Oct. 8. 9. 12 |
| Order for Ordinary Survey No. 195           |   | 3rd. When the beams were in and fastened, and before the decks were laid....              | Oct. 19. 24. 29. Nov. 2. 7. 12. 14. 21. 23     |
| Date  |   | 4th. When the ship was complete, and before the plating was finally coated or cemented..  | Nov. 30. Dec. 5. 7. 10                         |
| No. 195 in builder's yard.                  |   | 5th. After the ship was launched and equipped   |  |
| State dates of letters respecting this case |   | 30 November 1882. 29 November 1883.   |  |

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 "Gretina" - Greenock Report No 8475 - the "Elmhurst" Report No 8504 and the "Machinhamish" No 8530 - by the same builders - but for other owners - The workmanship is good.*

*In accordance with an application from the Owners a load line showing a freeboard and drafts of 5 ft. 1 in in salt water has been assigned by the Committee to this vessel. This freeboard has been accepted by the Owners and the Society's Load Line is now marked in conformity therewith on both sides of the vessel. See Sec<sup>rs</sup> Letter 29/11/83*

*Free water 4. 5 1/2*  
*Atlantic in winter 5. 4.*

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 *Paint and Cement* Outside *Paint & Composition*

I am of opinion this Vessel should be Classed *100A1*

The amount of the Entry Fee .....£ *4* : : is received by me, *L. Shearles*  
Special .....£ *67* : *9* : *6* *10 Dec 1883*

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

Committee's Minute *TUESDAY 11 DEC 1883 18*

Character assigned *100A1*

*Noted*