

IRON SHIP.

No. 8602 Survey held at Port Glasgow Date, First Survey 25 July 1883 Last Survey 29 Aug 1883 1884
(28 years)

in the Ship "Skelmorlie"

TONNAGE under
Tonnage Deck } 1448.53
of Third, Spar,
Awning Deck. }
of Poop, or
Raised Or. Bk. } 78.
to of Houses
on Deck } 15.80
Ditto of Forecastle } 60.38
Gross Tonnage } 1602.71
Less Crew Space } 74.27

as Engine Room
Register Tonnage } 1528.44
as cut on Beam }

~~ONE OR TWO DECKED, THREE DECKED VESSEL,~~
~~SPAR, OR AWNING DECKED VESSEL.~~

Half Breadth (moulded) 19.42
Depth from upper part of Keel to top of Upper Deck Beams 25.45
Girth of Half Midship Frame (as per Rule) 38.60

1st Number 83.47
1st Number, if a 3-Decked Vessel .. deduct 7 feet

Length 243.5
2nd Number 20324.9

Proportions— Breadths to Length... .. 6.24
Depths to Length—Upper Deck to Keel... .. 9.56
Main Deck ditto

Master C. Halliday

Built at Port Glasgow

When built 1883 Launched 15 Aug 1883

By whom built R. Duncan & Co

Owners Hunter, Brown & Co

Residence 13 Hamilton St. Glasgow

Port belonging to Greenock

Destined Voyage San Francisco

If Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule ... 243 Feet. 6 Inches. BREADTH—Moulded... .. 38 Feet. 10 Inches. DEPTH top of Floors to Upper Deck Beams... .. 23 Feet. 5 Inches. Do. do. Main Deck Beams... .. 23 Feet. 5 Inches. Power of Engines Horse. No. of Decks with flat laid 2 No. of Tiers of Beams 2

Dimensions of Ship per Register, length, 254.15 breadth, 39.05 depth, 22.90

KEEL, depth and thickness 9 1/2 x 2 1/2 Inches in Ship. 9 1/2 x 2 1/2 Inches per Rule.
STEM, moulding and thickness... .. 9 1/2 x 2 1/2 Inches in Ship. 9 1/2 x 2 1/2 Inches per Rule.
STERN-POST for Rudder do. do. 9 1/2 x 2 1/2 Inches in Ship. 9 1/2 x 2 1/2 Inches per Rule.
" " for Propeller 24 Inches in Ship. 24 Inches per Rule.
Distance of Frames from moulding edge to moulding edge, all fore and aft

FRAMES, Angle Iron, for 1/2 length amidships 5 3 1/2 8 5 3 1/2 8
Do. for 1/2 at each end 5 3 1/2 7 5 3 1/2 7
REVERSED FRAMES, Angle Iron 3 1/2 3 1/2 8 3 1/2 3 1/2 8
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships 2 1/2 10 2 1/2 10
" thickness at the ends of vessel 8 8
" depth at 3/4 the half-bdth. as per Rule 12 1/4 12 1/4
" height extended at the Bilges... .. 49 49

BEAMS, Upper, Spar, or Awning Deck } 9 9 9 9
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron }
Single or double Angle Iron on Upper edge 3 1/2 3 7 3 1/2 3 7
Average space... .. 48 48

BEAMS, Main, or Middle Deck } 9 1/2 9 9 1/2 9
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron }
Single or double Angle Iron, on Upper Edge 3 1/2 3 1/2 7 3 1/2 3 1/2 7
Average space... .. 48 48

BEAMS, Lower Deck } 9 1/2 9 9 1/2 9
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron }
Single or double Angle Iron on Upper Edge 3 1/2 3 1/2 7 3 1/2 3 1/2 7
Average space... .. 48 48

BEAMS, Hold, or Orlop } 18 18 18 18
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron }
Single or double Angle Iron on Upper Edge 11 3/4 13 11 3/4 13
Average space... .. 5 1/2 4 9 5 1/2 4 9

KEELSONS Centre line, single or double plate, box, or Intercostal, Plates 11 3/4 13 11 3/4 13
" Rider Plate 5 1/2 4 9 5 1/2 4 9
" Bulb Plate to Intercostal Keelson 5 1/2 4 9 5 1/2 4 9
" Angle Irons 5 1/2 4 9 5 1/2 4 9
" Double Angle Iron Side Keelson 5 1/2 4 9 5 1/2 4 9
" Side Intercostal Plate 8 8
" do. Angle Irons 3 3 7 3 3 7
" Attached to outside plating with angle iron

BILGE Angle Irons 5 1/2 4 9 5 1/2 4 9
" do. Bulb Iron... .. 5 1/2 4 9 5 1/2 4 9
" do. Intercostal plates riveted to plating for length

BILGE STRINGER Angle Irons 5 1/2 4 9 5 1/2 4 9
Intercostal plates riveted to plating for length

SIDE STRINGER Angle Irons 5 1/2 4 9 5 1/2 4 9

The FRAMES extend in one length from middle line to gunwale
The REVERSED ANGLE IRONS on floors and frames extend from middle line to upper deck stringer and to every frame 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 1/8 in. diameter, averaging 5 3/8 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 3 7/8 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 1/10 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 3 7/8 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

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted ? No. of Breasthooks, 5 Crutches, 5

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Frames & Keelsons Messand. Floor

Manufacturer's name or trade mark, Shell Stringer steel - Moor & Middleboro. Beams - Middleboro. Mast Plates. Strakes

The above is a correct description of the ship's Signature, Wm Duncan & Co Surveyor's Signature, Wm Duncan & Co

Flat Keel Plates, breadth and thickness... .. 36 12 36 12

PLATES in Garboard Strakes, br'dth & thickness

" From Garboard to upper part of Bilges... .. 10 1/2 12 10 1/2 12

" Of d'ble at Bilge, or increased thickness, 1/16 and length applied 3 Strakes

" From up. prt of Bilge to lr. edge of Sh'rstrake... .. 10 1/2 11 10 1/2 11

" Main Sheerstrake, breadth and thickness... .. 40 13 40 13

" Of d'ble at Sh' strake & lng. applied

" From M'n. to Up. or Spar Dk. Sh'rstrake... .. 16 1/2 10 1/2 16 1/2 10 1/2

" Up. or Spar Dk Sh'rstrake, br'dth & thickness... .. 16 1/2 10 1/2 16 1/2 10 1/2

Butt Straps to outside plating, breadth & thickness

Lengths of Plating 7 11 1/2 7 11 1/2

Shifts of Plating, and Stringers 2 3 1/2 2 3 1/2

Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness... .. 36 10 36 10

Angle Iron on ditto 5 1/2 4 5 1/2 4

Tie Plates fore and aft, outside Hatchways

Diagonal Tie Plates on Beams No. of Pairs 6 1/2

Flat of Up., Spar, or Awning Dk* 4 14 4 14

How fastened to Beams by bolts

Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness

Is the Stringer Plate attached to the outside plating? Yes

Angle Irons on ditto, No. 2 4 4 4 4

Tie Plates, outside Hatchways 14 9 14 9

Diagonal Tie Plates on Beams, No. of pairs 3

Flat of Middle Deck* do. do. 3 3

How fastened to Beams by bolts

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 Plank 2

" in hold do. do. 2 1/2

Main piece of Rudder, diameter at head 6 1/2

do. at heel 3 1/4

Can the Rudder be unshipped afloat? Yes

Bulkheads No. 1 No. per Rule 1

" Thickness of 7 1/2

" Height up 4 12 1/2 Deck

" How secured to sides of ship by double frame angle iron

" Size of Vertical Angle Irons 3 1/2 3 1/2 and distance apart 30 ins.

" Are the outside Plates doubled two spaces of Frames in length? Yes

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

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

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? *Yes a few only, at the butts.*

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 Material and if stamped with Maker's name.

State also Length and Diameter of Lower Masts and Bowsprit
Masts - 3 plates in round - butts treble riveted
deck - straps 1/8" thicker than plates - double riveted
Keels - double riveted - 3 angles
Fore - 3 1/2 x 3 x 7/16
Main - 4 x 3 x 7/16
Mizen - 3 x 3 x 7/16
Fore Mast . 86' 2" . 22 x 9/16 . 30 x 9/16 . 23 x 9/16 . 19 1/2 x 9/16
Main " . 85' 4" . 22 1/2 x 9/16 . 31 x 9/16 . 24 x 9/16 . 20 x 9/16
Mizen " . 79' 10" . 20 x 9/16 . 28 x 7/16 . 22 x 9/16 . 18 x 9/16
Bowsprit . 41' extreme - 22 x 9/16 . 26 x 7/16 . 22 x 9/16 . 18 x 9/16 - *Double iron plate 1/8"*

NUMBER FOR EQUIPMENT 21679					ANCHORS.				
N ^o .	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Supplied.	N ^o .	Weight, Ex. Stock.
	Chain	121' 136	1 1/2	1 1/2	67.10.0.0	270. 1 1/2	29. 10. 0.0	Bower Anchors	16635 31. 3. 14
	Fore Sails,	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	134	"	20.6.0.0	75. 1 1/2	"	16637 31. 3. 14	30.0.2.14
	Fore Top Sails,	Iron Stream Chain	90	1 1/2	30.9.0.0	"	"	16636 31. 3. 14	30.0.2.14
	Fore Topmast Stay Sails,	or Steel Wire ..							
	or Hempen Strm Cable								
	Towline, Hemp.		90	"		90. 11		Total 104.3.12	Total 104.4.8
	Main Sails,	or Steel Wire ..						Stream Anchor	16632 12. 1. 8
	Hawser		90	10 1/2		90. 10 1/2		Kedge	16639 5. 2. 0
	Main Top Sails,	Warp	90	6 1/2		90. 6 1/2		2nd Kedge	16637 2. 3. 11
	and	quality <i>Good</i>							

Standing and Running Rigging *wire Manila* is sufficient in size and *good* in quality. She has *6* Long Boats *Sand*.

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? *Six freeing ports each 30 x 23*

also 4 scuppers and three mowing pipes on each side

Cargo Hatchways. How formed? *Plate casing 19 x 9/16*

State size Main Hatch *15' 9" x 11' 0"* Fore hatch *8' x 7' 10"* Quarter hatch *8' x 6' 10"*

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

What arrangement for shifting beams? *A deep web plate shifting beam and three wood fore duffers in main hatchway*

Hatches, If strong and efficient? *Yes. Solid 3"* *3 also a wood fore & after in fore hatchway*

Order for Special Survey No. *1133* 1st. On the several parts of the frame, when in place, and before the plating was wrought
Date *11th Nov 82* 2nd. On the plating during the process of riveting
Order for Ordinary Survey No. *196* 3rd. When the beams were in and fastened, and before the decks were laid....
Date *18th Dec 82* 4th. When the ship was complete, and before the plating was finally coated or cemented..
No. *196* in builder's yard. 5th. After the ship was launched and equipped
State dates of letters respecting this case *18th December 1882.*

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 Rules generally. The deck erections are strongly constructed. The deck openings efficiently protected and the proper means taken to prevent painting.*

An application has been made by the Owners for a load line to be assigned the vessel by the Committee - By the Secretary's letter of 17 Jan^r the Owners were informed that a freeboard of 5ft had been assigned to the vessel in salt water. but they now state that in view of the fact that a Committee has been appointed to consider the load line question they will defer their decision with regard to the Society's line.

State if one, two, or three decked vessel, or if span, 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 *100 A 1*

The amount of the Entry Fee£ 4: .. is received by me, *J. W. Warle*

Special£ 63: 4: .. 28th Jan 1883

(to be sent as per margin). Certificate ... *Gratis*

(Travelling Expenses, if any, £ ..)

Committee's Minute *FRIDAY 1 FEBRUARY 1884 18*

Character assigned *100 A 1*

J. W. Warle

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

Lloyd's Register Foundation