

# IRON SHIP.

(Received at London Office, 0 JUNE 1884)  
No. 8703 Survey held at Port Glasgow Date, First Survey 9<sup>th</sup> Oct 1883 Last Survey 29<sup>th</sup> May 1884  
in the Screw "Fortescue" (40 units)

Tonnage under Tonnage Deck 919.58  
do of Third Spar 11.07  
do of Poop on Raised Deck 88.37  
do of Houses 3<sup>rd</sup> No 127.56  
do of Forecastle 3.94  
do of Topgallant 33.23  
do of Crew Space 1183.74  
do of Engine Room 51.12  
do of Mast Space 1132.62  
do of Mast Room 378.80  
do of Mast cut on Beam 758.82

ONE, OR TWO DECKED, THREE DECKED VESSEL,  
SPAR, OR AWNING DECKED VESSEL.  
Half Breadth (moulded) .. .. . 16.45  
Depth from upper part of Keel to top of Upper Deck Beams 17.00  
Girth of Half Midship Frame (as per Rule) .. . 30.30  
1st Number .. .. . 63.75  
1st Number, if a 3-Decked Vessel .. deduct 7 feet  
Length .. .. . 223.8  
2nd Number .. .. . 14264  
Proportions— Breadths to Length .. .. . 6.8  
Depths to Length— Upper Deck to Keel .. .. . 13.1  
Main Deck ditto .. .. .

Master Simmons  
Built at Port Glasgow  
When built 1884 Launched 10 April  
By whom built Murdoch & Murray  
Owners John Holman & Co  
Residence London  
Port belonging to Exeter  
Destined Voyage Not fixed  
Surveyed while Building, Afloat, or in Dry Dock.

LENGTH in deck as per Rule ... 223 10 BREADTH— Moulded ... 33 0 DEPTH top of Floors to Upper Deck Beams ... 15 6 Power of Engines ... 98 Horse. N° of Decks with flat laid 1 N° of Tiers of Beams 2  
Dimensions of Ship per Register, length, 225 breadth, 33.2 depth, 15.5 Moulded depth— 16.6

	Inches in Ship	Inches per Rule						
KEEL, depth and thickness	7 1/4 x 2 3/8	7 1/4 x 2 3/8	2 3/8	2 3/8	23	23		
BEAMS, moulding and thickness	8 x 2 3/8	8 x 2 3/8	2 3/8	2 3/8				
FORE-POST for Rudder do. do.	7 1/4 x 4 3/4	7 1/4 x 4 3/4	4 3/4	4 3/4				
" " for Propeller	7 1/4 x 4 3/4	7 1/4 x 4 3/4	4 3/4	4 3/4				
Distance of Frames from moulding edge to moulding edge, all fore and aft	23	23						
BEAMS, Angle Iron, for 2/3 length amidships	4 3 7	4 3 7	3	3				
Do. for 1/3 at each end	4 3 6	4 3 6	3	3				
REVERSED FRAMES, Angle Iron	2 3 6	2 3 6	3	3				
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	18 1/2	18 1/2	8	8				
thickness at the ends of vessel	7	7						
depth at 3/4 the half-bdth. as per Rule	9 1/4	9 1/4						
height extended at the Bilges	37	37						
BEAMS, Upper, Spar or Awning Deck	5 1/2 3 8	5 1/2 3 8	3	3				
Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron								
Angle or double Angle Iron on Upper Edge								
Average space	23	23						
BEAMS, Main or Middle Deck								
Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron								
Angle or double Angle Iron on Upper Edge								
Average space								
BEAMS, Lower Deck								
Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron								
Angle or double Angle Iron on Upper Edge								
Average space								
BEAMS, Hold, or Orlop	9 9 9	9 9 9	9	9				
Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron	4 1/2 3 8	4 1/2 3 8	3	3				
Angle or double Angle Iron on Upper Edge								
Average space	18 1/2 + 230	18 1/2 + 230						
KEELSONS Centre line, single or double plate, box, or intercostal plates	14 11 14	14 11 14	11	11				
" Rider Plate	11 11 11	11 11 11	11	11				
" Bulb Plate to Intercostal Keelson								
" Angle Irons	5 3 1/2 7	5 3 1/2 7	3 1/2	3 1/2				
" Double Angle Iron Side Keelson	5 3 1/2 7	5 3 1/2 7	3 1/2	3 1/2				
" Side Intercostal Plate	7 7 7	7 7 7						
" do. Angle Irons								
" Attached to outside plating with angle iron	3 3 7	3 3 7	3	3				
BILGE Angle Irons	5 3 1/2 7	5 3 1/2 7	3 1/2	3 1/2				
" do. Bulb Iron	8 8 8	8 8 8						
" do. Intercostal plates riveted to plating for length								
BILGE STRINGER Angle Irons	5 3 1/2 7	5 3 1/2 7	3 1/2	3 1/2				
Intercostal plates riveted to plating for length								
SIDE STRINGER Angle Irons								

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 upper deck and to hold stumps 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 1/8 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 1/2 ins. from centre to centre.  
Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 in. diameter averaging 3 ins. from centre to centre.  
Butts of 3 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 3/4 in. diameter, averaging 3 1/2 ins. from cr. to cr.  
Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 3 ins. from cr. to cr.  
Edges of Main Sheerstrake, double or single riveted. Upper Sheerstrake, double or single riveted. 7/8 rivets.  
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 3 1/4 + 4 1/2 Breadth of laps of plating in single riveting 3 1/4 + 4 1/2  
Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted 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, Angle Phoenix Plates Glasgow  
The above is a correct description.  
Builder's Signature, Murdoch & Murray Surveyor's Signature, J. Macleod  
Surveyor to Lloyd's Register of British and Foreign Shipping.

Form No. 1 for Iron Ships (1882.)

State clearly where plating is of alternate thicknesses or discontinued from finished thickness at ends of vessel. \* If Iron Deck, state if whole or part, and if wood deck is laid thereon.



