

IRON SHIP.

No. *8703* Survey held at *Port Glasgow* Date, First Survey *9th Oct/83* Last Survey *29th May 1884*
 in the *Screw* "Fortescue" (40 units)

TONNAGE under Tonnage Deck *919.58*
 do of Third, Spar, or Awning Deck *11.07*
 do of Poop, or Raised or Dk. *88.37*
 do of Houses *127.56*
 do of Deck *8.94*
 do of Forecastle *33.23*
 do of Tonnage *1183.74*
 do of Crew Space *51.12*
 do of Engine Room *378.80*
 do of Tonnage cut on Beam *758.82*

ONE, OR TWO DECKED, THREE DECKED VESSEL.
SPAR, OR AWINING 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 *63.76*
 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	Feet.	Inches.	BREADTH—	Feet.	Inches.	DEPTH top of Floors to Upper	Feet.	Inches.	Power of	Horse.	Nº. of Decks with flat laid
in deck as	223	10	Moulded...	33	0	Deck Beams	15	6	Engines ...	98	1
per Rule ...						Do. do. Main Deck Beams					Nº. of Tiers of Beams 2

Dimensions of Ship per Register, length, 225 breadth, 33.2 depth, 15.5											
EL, depth and thickness ... <i>7 1/4 x 2 3/8</i> EN, moulding and thickness ... <i>8 x 2 3/8</i> ERN-POST for Rudder do. do. ... <i>7 1/4 x 4 3/4</i> " " for Propeller ... <i>7 1/4 x 4 3/4</i> Distance of Frames from moulding edge to moulding edge, all fore and aft ... <i>23</i> RAMES, Angle Iron, for 1/2 length amidships ... <i>4 3 7</i> Do. for 1/2 at each end ... <i>4 3 6</i> REVERSED FRAMES, Angle Iron ... <i>2 3 6</i> FLOORS, depth and thickness of Floor Plate at mid line for half length amidships ... <i>18 1/2</i> thickness at the ends of vessel ... <i>7</i> depth at 3/4 the half-bdth. as per Rule ... <i>9 1/4</i> height extended at the Bilges ... <i>37</i> RAMES, Upper, Spar, or Awning Deck ... <i>5 1/2 3 8</i> Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron ... <i>23</i> Angle or double Angle Iron on Upper Edge ... <i>23</i> Average space ... <i>23</i> RAMES, Main, or Middle Deck ... <i>23</i> Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron ... <i>23</i> Angle or double Angle Iron on Upper Edge ... <i>23</i> Average space ... <i>23</i> RAMES, Lower Deck ... <i>23</i> Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron ... <i>23</i> Angle or double Angle Iron on Upper Edge ... <i>23</i> Average space ... <i>23</i> RAMES, Hold, or Orlop ... <i>9 9 9 9</i> Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron ... <i>4 1/2 3 8</i> Angle or double Angle Iron on Upper Edge ... <i>18 1/2 230</i> Average space ... <i>18 1/2 230</i> BELSONS Centre line, single or double plate, box, or Intercoastal, Plates ... <i>14 11 14 11</i> " Rider Plate ... <i>11 11 11 11</i> " Bulb Plate to Intercoastal Keelson ... <i>5 3 1/2 7 5 3 1/2 7</i> " Angle Irons ... <i>5 3 1/2 7 5 3 1/2 7</i> " Double Angle Iron Side Keelson ... <i>5 3 1/2 7 5 3 1/2 7</i> " Side Intercoastal Plate ... <i>7 7</i> " do. Angle Irons ... <i>3 3 7 3 3 7</i> BILGE Angle Irons ... <i>5 3 1/2 7 5 3 1/2 7</i> " do. Bulb Iron ... <i>8 8 8 8</i> " do. Intercoastal plates riveted to plating for length ... <i>5 3 1/2 7 5 3 1/2 7</i> BILGE STRINGER Angle Irons ... <i>5 3 1/2 7 5 3 1/2 7</i> Intercoastal plates riveted to plating for length											

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 stringer* 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 x 4 1/2* Breadth of laps of plating in single riveting *3 1/4*
 Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted *1* 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. Macaulay*
 Surveyor to Lloyd's Register of British and Foreign Shipping.

State clearly where plates, beams, keelsons, &c. are distinguished from diminished thickness at ends of vessel.
 * If Iron Deck, state if whole or part, and if wood deck is laid thereon.

Form No. 1 for Iron Ships. (1/182.)

6783302-0183

Workmanship. Are the butts of plating planed or otherwise fitted? *Planed and 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? *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 *Iron 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 67-9 21 x 6 1/2 16 x 5 1/2 17 x 5 1/2 14 x 5 1/2 *Two plates in the round, edges double*
Main 165-6 20 x 6 1/2 15 x 5 1/2 16 x 5 1/2 13 x 5 1/2 *Butts table & straps used 1/16.*

NUMBER for EQUIPMENT 15693		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.
SALES.												
CABLES, &c.												
N ^o .	Chain ...	120	1 1/2	40 3/4 58 7/8	2 1/4	A.S. Jack	Bower Anchors	7907	21-1-18	21-19-0-0	21-0-0	
Fore Sails,	Iron Stream Chain	120	1 1/2	do	2 1/4	Chesler	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	7906	21-0-8	21-14-0-0	21-0-0	A.S. Jack
Fore Top Sails,	or Steel Wire	75	1 5/16	63 1/2 21-7	75	1/2 Fraser		7905	18-0-22	19-3-2-0	18-0-0	
Fore Topmast Stay Sails,	or Hempen Strm Cable							Total	60-2-20	Total	60-0-0	Chesler
Main Sails,	Towline, Hemp											
Main Top Sails,	Steel Wire	90	3 1/4	55	90	3 1/4	Stream Anchor	7908	7-1-16	9-12-0-0	7-1-0	
and of good quality	Hawser	90	8		90	8	Kedge	7909	3-3-10	6-5-0-0	3-2-0	
	Warp	90	5 1/2		90	5 1/2	2nd Kedge	7910	1-2-25	4-4-0-0	1-3-0	
Standing and Running Rigging		Type mainmast sufficient in size and good in quality. She has one life long Boat and 2 others										
The Windlass is		Harfield's good Capstan good and Rudder good Pumps good										
Engine Room Skylights.		How constructed? 6/16 Curving 27 above B.O. How secured in ordinary weather? Both 7 screws										
What arrangements for deadlights in bad weather?		Iron Covers & Bull's eyes.										
Coal Bunker Openings.		How constructed? Away Curving 5/16 thick How are lids secured? Butting Height above deck? 24 ins										
Scuppers, &c.		What arrangements for clearing upper deck of water, in case of shipping a sea? 5 ports 15 Scuppers each side										
Cargo Hatchways.		How formed? Curving 7/16 thick & 30 ins above B.O.										
State size Main Hatch		21 x 10-6 Forehatch 11-6 x 9-0 Quarterhatch 21 x 10-6										
If of extraordinary size, state how framed and secured?		As shown on Sketches.										
What arrangement for shifting beams?		Two double web plates in each of the large Aways for rafters in each										
Hatches, If strong and efficient?		Yes 3" solid										

Order for Special Survey No. 1160 Date 26th March 1883
Order for Ordinary Survey No. 200 Date 26th March 1883
No. 77 in builder's yard.
State dates of letters respecting this case 31/3/83 29/4/83
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
1883 - Oct. 9. 24. 29. 31. Jan. 2. 9. 14. 16. 21. 23.
30. Dec. 5. 11. 17. 18. 20.
1884 Jan. 10. 18. 31. Feb. 8. 11. 20. 25. 27.
Mar. 7. 12. 17. 19. 21. 22. 25. 27. 28.
Apr. 8. 14. 18. 28. May 5. 14. 29.

General Remarks (State quality of workmanship, &c.) *Quality of Workmanship good*
This is an iron screw steamer with topallant forecasle - bridge home and raised quarter deck. She has been built in accordance with the approved plans attached hereto and with the Rules generally.

Raised 2nd d^{ck} 1/16-6 Bridge Home 5 1/4-6 Forecasle 31-6

State if one, two, or three decked vessel, on if open, or awning decked; and the lengths of poop, bridge, forecasle, or raised quarter deck. (If double bottom, state particulars on separate form.)
How are the surfaces preserved from oxidation? Inside Paint + Cement Outside Paint
We are of opinion this Vessel should be Classed *100 A 1*
The amount of the Entry Fee £ 4 : 0 : 0 is received by me, *W. Shearman*
Special £ 53 : 6 : 6 31/5/1884
(to be sent as per margin). Certificate ...
(Travelling Expenses, if any, £ 20-6-0).
Committee's Minute
Character assigned *100 A 1*
LAUC 1 Du Dro
TUESDAY 10 JUNE 1884 18
Surveyor to Lloyd's Register of British and Foreign Shipping.
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