

# Steel IRON SHIP.

No. *8730* Survey held at *Port Glasgow* Date, First Survey *17th Sept 1884* Last Survey *11th July 1884*

On the Ship *"British Isles"*

TONNAGE under Tonnage Deck *2282.39*  
 of Third, Spar, or Awning Deck. *124.66*  
 of Poop, or Raised Or. Dk. *54.32*  
 of Houses on Deck *54.32*  
 of Forecastle *54.32*  
 Gross Tonnage *2461.37*  
 Less Crew Space *67.60*  
 Less Engine Room  
 Register Tonnage as cut on Beam *2393.77*

~~ONE OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING DECKED VESSEL.~~  
 Half Breadth (moulded) *21.75*  
 Depth from upper part of Keel to top of Upper Deck Beams *24.10*  
 Girth of Half Midship Frame (as per Rule) *42.60*  
 1st Number *91.45*  
 1st Number, if 3-Decked Vessel deduct 7 feet  
 Length *297.8*  
 2nd Number *27233.81*  
 Proportions— Breadths to Length *6.8*  
 Depths to Length—Upper Deck to Keel *10.98*  
 Main Deck ditto

Master *J. Doughty*  
 Built at *Port Glasgow*  
 When built *1884* Launched *11th July 1884*  
 By whom built *J. Reid & Co.*  
 Owners *The British Shipowners' Co. Ltd.*  
 Residence *Liverpool*  
 Port belonging to *Liverpool*  
 Destined Voyage *Liverpool*  
 Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule *297 9/2* Feet. Inches. *297 9 1/2*  
 BREADTH Moulded *43 6* Feet. Inches. *43 6*  
 DEPTH top of Floors to Upper Deck Beams *25 0* Feet. Inches. *25 0*  
 Do. do. Main Deck Beams

Dimensions of Ship per Register, length *308.85* breadth *43.85* depth *24.8* Moulded depth *26 1/2*

KEEL, depth and thickness	Inches in Ship	Inches per Rule	PLATES in Garboard Strakes, br'dth & thickness	Inches in Ship	Inches per Rule
<i>11 x 2 3/4</i>	<i>11 x 2 3/4</i>	<i>11 x 2 3/4</i>	<i>36 20 36 20</i>	<i>36 20 36 20</i>	<i>36 20 36 20</i>
STEM, moulding and thickness	<i>11 x 2 3/4</i>	<i>11 x 2 3/4</i>	From Garboard to upper part of Bilges	<i>18 20</i>	<i>18 20</i>
STERN-POST for Rudder do. do.	<i>11 x 2 3/4</i>	<i>11 x 2 3/4</i>	Of d'ble at Bilge, or increased thickness, and length applied	<i>20 21</i>	<i>20 21</i>
" " for Propeller	<i>24</i>	<i>24</i>	From up. prt of Bilge to l.r. edge of Sh'rstrake	<i>18 20</i>	<i>18 20</i>
Distance of Frames from moulding edge to moulding edge, all fore and aft	<i>24</i>	<i>24</i>	Main Sheerstrake, breadth and thickness	<i>40 23 40 23</i>	<i>40 23 40 23</i>
FRAMES, Angle Iron, for 1/2 length amidships	<i>5 1/2 3 1/2 13</i>	<i>5 1/2 3 1/2 13</i>	Of d'ble at Sh'atk & lng applied		
Do. for 1/2 at each end	<i>5 1/2 3 1/2 12</i>	<i>5 1/2 3 1/2 12</i>	From M'n. to Up. or Spar Dk. Sh'rstrake		
REVERSED FRAMES, Angle Iron Steel	<i>3 1/2 3 1/2 13</i>	<i>3 1/2 3 1/2 13</i>	Up. or Spar Dk Sh'rstrake, br'dth & thckn'ss.		
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	<i>26 16 26 16</i>	<i>26 16 26 16</i>	Butt Straps to outside plating, breadth & thickness	<i>19 19 20 23 23</i>	<i>19 19 20 23 23</i>
" thickness at the ends of vessel	<i>13 13 13</i>	<i>13 13 13</i>	Lengths of Plating	<i>12 1/2</i>	<i>12 1/2</i>
" depth at 1/2 the half-bdth. as per Rule	<i>13 13 13</i>	<i>13 13 13</i>	Shifts of Plating, and Stringers	<i>2 1/2</i>	<i>2 1/2</i>
" height extended at the Bilges	<i>52 52 52</i>	<i>52 52 52</i>	Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness	<i>43 16 43 16</i>	<i>43 16 43 16</i>
BEAMS, Upper, Spar, or Awning Deck	<i>10 17 10 17</i>	<i>10 17 10 17</i>	Angle Iron on ditto	<i>6 1/2 x 4 x 7/8</i>	<i>6 1/2 x 4 x 7/8</i>
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron			Tie Plates fore and aft, outside Hatchways		
Single or double Angle Iron on Upper edge	<i>48 48</i>	<i>48 48</i>	Diagonal Tie Plates on Beams No. of Pairs	<i>10 1/2</i>	<i>10 1/2</i>
Average space			Flat of Up., Spar, or Awning Dk.	<i>5 1/2</i>	<i>5 1/2</i>
BEAMS, Main, or Middle Deck			How fastened to Beams	<i>3 1/2</i>	<i>3 1/2</i>
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron			Stringer Plate on ends of Main or Middle Deck		
Single or double Angle Iron on Upper edge			Beams, breadth and thickness		
Average space			Is the Stringer Plate attached to the outside plating?		
BEAMS, Hold, or Orlop			Angle Irons on ditto, No.		
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<i>10 17 10 17</i>	<i>10 17 10 17</i>	Tie Plates, outside Hatchways		
Single or double Angle Iron on Upper edge	<i>48 48</i>	<i>48 48</i>	Diagonal Tie Plates on Beams, No. of pairs		
Average space			Flat of Middle Deck do. do.		
ELSONS, Centre line, single or double plate, box, or Intercoastal, Plates	<i>21 23 21 23</i>	<i>21 23 21 23</i>	How fastened to Beams		
Rider Plate	<i>14 23 14 23</i>	<i>14 23 14 23</i>	Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	<i>18 15 48 15</i>	<i>18 15 48 15</i>
Bulb Plate to Intercoastal Keelson			Is the Stringer Plate attached to the outside plating?	<i>No</i>	<i>No</i>
Angle Irons	<i>6 1/2 4 15 6 1/2 4 15</i>	<i>6 1/2 4 15 6 1/2 4 15</i>	Angle Irons on ditto, No. 1	<i>4 1/2 x 4 x 5/8</i>	<i>4 1/2 x 4 x 5/8</i>
Double Angle Iron Side Keelson	<i>6 1/2 4 15 6 1/2 4 15</i>	<i>6 1/2 4 15 6 1/2 4 15</i>	Stringer or Tie Plates, outside Hatchways	<i>16 16 16 16</i>	<i>16 16 16 16</i>
Side Intercoastal Plate	<i>15 15</i>	<i>15 15</i>	Flat of Lower Deck	<i>3 pairs</i>	<i>3 pairs</i>
Attached to outside plating with angle iron	<i>3 1/2 3 1/2 13 3 1/2 3 1/2 13</i>	<i>3 1/2 3 1/2 13 3 1/2 3 1/2 13</i>	Ceiling betwixt Decks, thickness and material	<i>2 plates</i>	<i>2 plates</i>
ELGE Angle Irons	<i>6 1/2 4 15 6 1/2 4 15</i>	<i>6 1/2 4 15 6 1/2 4 15</i>	" in hold do. do.	<i>2 1/2</i>	<i>2 1/2</i>
do. Bulb Iron			Main piece of Rudder, diameter at head	<i>4 1/2</i>	<i>4 1/2</i>
do. Intercoastal plates riveted to plating for length			do. at heel	<i>1 1/4</i>	<i>1 1/4</i>
BILGE STRINGER Angle Irons	<i>6 1/2 4 15 6 1/2 4 15</i>	<i>6 1/2 4 15 6 1/2 4 15</i>	Can the Rudder be unshipped afloat?	<i>Yes</i>	<i>Yes</i>
Intercoastal plates riveted to plating for	<i>10 1/2 16 10 1/2 16</i>	<i>10 1/2 16 10 1/2 16</i>	Bulkheads No. 3 No. per Rule	<i>12 10 12 10</i>	<i>12 10 12 10</i>
Bulb plate Steel 43 length	<i>6 1/2 4 15 6 1/2 4 15</i>	<i>6 1/2 4 15 6 1/2 4 15</i>	" Thickness of	<i>12 10 12 10</i>	<i>12 10 12 10</i>
ILGE STRINGER Angle Irons	<i>6 1/2 4 15 6 1/2 4 15</i>	<i>6 1/2 4 15 6 1/2 4 15</i>	" Height up	<i>to upper deck</i>	<i>to upper deck</i>
do. Bulb plate Steel whole length	<i>10 1/2 16 10 1/2 16</i>	<i>10 1/2 16 10 1/2 16</i>	How secured to sides of ship	<i>By double frame angle</i>	<i>By double frame angle</i>
do. FRAMES extend in one length from middle line to			Size of Vertical Angle Irons	<i>3 1/2 x 3 1/2</i>	<i>3 1/2 x 3 1/2</i>
do. REVERSED ANGLE IRONS on floors and frames extend from middle line to			Are the outside Plates doubled two spaces of Frames in length?	<i>Yes</i>	<i>Yes</i>
do. ELSONS. Are the various lengths of Plates and Angle Irons properly connected?	<i>Yes</i>	<i>Yes</i>	Riveted through plates with	<i>7/8</i>	<i>7/8</i>
do. LATING. Garboard, double riveted to Keel, with rivets	<i>1 1/8</i>	<i>1 1/8</i>	in. Rivets, about	<i>7</i>	<i>7</i>
Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets	<i>7/8</i>	<i>7/8</i>	And butts properly shifted?	<i>Yes</i>	<i>Yes</i>
Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets	<i>7/8</i>	<i>7/8</i>			
Butts of 4 Strakes at Bilge for 1/2 length, treble riveted with Butt Straps	<i>1/6</i>	<i>1/6</i>			
Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets	<i>7/8</i>	<i>7/8</i>			
Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets	<i>7/8</i>	<i>7/8</i>			
Edges of Main Sheerstrake, double or single riveted.					
Butts of Main Sheerstrake, treble riveted for length amidships					
Butts of Main Stringer Plate, treble riveted for length amidships					
Butts of Upper or Spar Stringer Plate, treble riveted for length amidships					
B. dth of laps of plating in double riveting	<i>5 1/4</i>	<i>5 1/4</i>			
Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted					
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.?	<i>Good</i>	<i>Good</i>			
Manufacturer's name or trade mark,	<i>Messrs. Halliwell &amp; Co. Ltd.</i>	<i>Messrs. Halliwell &amp; Co. Ltd.</i>			
The above is a correct description.					
Builder's Signature,	<i>J. Reid</i>	<i>J. Reid</i>			
Surveyor's Signature,	<i>J. Reid</i>	<i>J. Reid</i>			
Surveyor to Lloyd's Register of British and Foreign Shipping.					

State clearly, state if whole or part, and if wood deck is laid thereon.

GRK 393-0012



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 *of Steel* 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 *The mast repairs have been constructed in accordance with the accompanying approved sketch. The steel having been properly tested, as required by the Committee Circulars.*

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	No.	Weight. Ex. Stock.	Test per Certificate.	Wght req'd per Rule.	Machine Tested.
Two Sails	SAILS.											
	CABLES, &c.											
	Chain	140.30	2 1/16	7 1/2 x 10 7/16	7 1/2 x 10 7/16	A.S. Jack	Bower Anchors	8247	39-8-16	35-11-5-0	40-0-0	
	Fore Sails,	135	2 1/16	---	27-2 1/16	Checker.		8240	39-3-0	35-11-5-14		
	Fore Top Sails,	100	1 7/8	22 1/2 x 5 1/2	100-1 1/8			8242	34-1-0	31-16-1-0		
	Fore Topmast Stay Sails,											
	Towline, Hemp.											
Main Sails,	or Steel Wire	90	5	59-0-0-0	90-4	Bullivant's						
	or Hempen Strm											
	Cable	90	3 1/2	26-0-0-0	90-3 1/2		Stream Anchor	8244	12-0-16	14-0-0-0	12-0-0	
	Warp	90	7 1/8		91-7		Kedge	8245	6-0-4	8-6-0-0	6-0-0	
Main Top Sails,							2nd Kedge	8245	2-3-26	5-10-0-0	3-0-0	
and												
quality		good										

Standing and Running Rigging *Steel Manila* sufficient in size and *good* in quality. She has *Two* Boats and *3* others  
The Windlass is *Garfield's Patent*. Capstan *Do* and Rudder *good* Pumps *good*

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? *Seven ports Two Scuppers*  
*3 morning pipes each side*  
Cargo Hatchways. How formed? *Iron Cornings riveted to beams & 1/2 beams*  
State size Main Hatch *10ft x 10ft* Forehatch *8ft x 6ft* Quarterhatch *12ft x 8ft x 8ft*  
If of extraordinary size, state how framed and secured? *Ordinary*  
What arrangement for shifting beams? *Deep plate midmain + strong fore + afters in each*  
Hatches, If strong and efficient? *yes 3 1/2 solid.*

Order for Special Survey No. *1198* DATES of Surveys held while building as per Section 18.  
Date *16th Oct 83*  
Order for Ordinary Survey No. *✓*  
Date *✓*  
No. *725* in builder's yard.  
State dates of letters respecting this case *2nd June 86 11th Nov 83 15th Dec 83 10th May 84*  
1st. On the several parts of the frame, when in place, and before the plating was wrought } 1883 - Sept 17: Oct 12. 22. 23. 29. 31: Nov 9. 14.  
2nd. On the plating during the process of riveting } Dec 5. 11. 15. 19. 20. 24:  
3rd. When the beams were in and fastened, } 1884 Jan 10. 21. 23: Feb 1. 4. 27: Mar 7. 14. 17. 25:  
4th. When the ship was complete, and before the } 17. 20. 22: May 2. 3. 7. 14. 16. 22. 29: June 5. 10. 11.  
5th. After the ship was launched and equipped } 17. 19. 21. 30: July 7 and 11.

General Remarks (State quality of workmanship, &c.)  
*This is a Steel sailing ship built in accordance with the approved plans, attached hereto, and with the Rules generally. She has two bulkheads extending to the upper deck in addition to the usual collar bulkhead.*  
*The deck openings are fully protected - the deck erections well strengthened and ample provision has been made against painting.*  
*The Society's Circulars in regard to the use of Steel have been complied with.*  
*The workmanship is good*

Poop - 50ft Anchor Forecastle 30ft 6ins.  
Dr. *one, two, or three decked vessel, or if open, or sailing decked; and the lengths of poop, bridge, fore-castle, mainmast, and deck.* (If double bottom, state particulars on how the surfaces are preserved from oxidation? Inside *Cement & Paint* Outside *Paint*  
I am of opinion this Vessel should be Classed *100 A 1 Steel*  
The amount of the Entry Fee .....£ 5:0:0 is received by me, *✓*  
Special .....£ 84:17:0 27/6/1884 } *✓*  
(to be sent as per margin). Certificate ... *Gratis*  
(Travelling Expenses, if any, £ ... )  
Committee's Minute *TUESDAY 15 JULY 1884 18*  
Character assigned *100 A 1 Steel*  
*2 Dns 1 Head*

Surveys are requested not to write on or below the space for Committee's Minute.