

# IRON SHIP.

(Received at London Office) THURSDAY 27 NOV 1884

No. *8786* Survey held at *Port Glasgow* Date, First Survey *13<sup>th</sup> Dec 1883* Last Survey *18<sup>th</sup> Nov 1884*  
On the *Barge "Cull Stream"* (41 visits)

**TONNAGE** under Tonnage Deck } *1322.09*  
Ditto of Third, Spar, or Avning Deck }  
Ditto of Poop, or Raised Q. Dk. } *67.77*  
Ditto of Houses on Deck } *22.78*  
Ditto of Forecastle } *45.13*  
Gross Tonnage } *1457.77*  
Less Crew Space } *79.80*  
Less Engine Room }  
Register Tonnage as cut on Beam } *1377.97*

**ONE, OR TWO DECKED, THREE-DECKED VESSEL, SPAR, OR AWNING DECKED VESSEL.**  
Half Breadth (moulded) ... .. *18.9*  
Depth from upper part of Keel to top of Upper Deck Beams ... .. *24*  
Girth of Half Midship Frames (as per Rule) ... .. *38.25*  
1st Number ... .. *81.15*  
1st Number, if a 3-Decked Vessel .. deduct 7 feet ... ..  
Length ... .. *223.5*  
2nd Number ... .. *18137.0*  
Proportions— Breadths to Length ... .. *5.9*  
Depths to Length—Upper Deck to Keel ... .. *9.3*  
Main Deck ditto ... ..

Master *Alex<sup>r</sup> Doward*  
Built at *Port Glasgow*  
When built *1874* Launched *21<sup>st</sup> Oct*  
By whom built *Russell & Co*  
Owners *A. L. Polson*  
Residence *Dumeluka, Dalman*  
Port belonging to *Glasgow*  
Destined Voyage *Rangoon*  
If Surveyed while Building, Afloat, or in Dry Dock. *While Building under S.S.*

**LENGTH** on deck as per Rule ... *223* **BREADTH** Moulded ... *37 9/2* **DEPTH** top of Floors to Upper Deck Beams ... *21 1/2* **Power of Engines** ... *4* **No. of Decks with flat laid** ... *2* **No. of Tiers of Beams** ... *2*  
Dimensions of Ship per Register, length, *234 1/2* breadth, *38.15* depth, *21.85* moulded depth = *23 3/2*

	Inches in Ship	Inches per Rule	Inches in Ship	Inches per Rule	Inches in Ship	Inches per Rule	Inches in Ship	Inches per Rule	Inches in Ship	Inches per Rule
<b>KEEL</b> , depth and thickness ... ..	<i>9 x 2 1/2</i>	<i>9 x 2 1/2</i>								
<b>STEM</b> , moulding and thickness ... ..	<i>8 1/2 x 2 1/2</i>	<i>8 1/2 x 2 1/2</i>								
<b>STERN-POST</b> for Rudder do. do. ... ..	<i>8 1/2 x 2 1/2</i>	<i>8 1/2 x 2 1/2</i>								
" " for Propeller ... ..										
Distance of Frames from moulding edge to moulding edge, all fore and aft ... ..	<i>24</i>	<i>24</i>								
<b>FRAMES</b> , Angle Iron, for 2/3 length amidships ... ..	<i>5 3/2</i>	<i>5 3/2</i>	<i>8</i>	<i>8</i>	<i>5 3/2</i>	<i>5 3/2</i>	<i>8</i>	<i>8</i>		
Do. for 1/2 at each end ... ..	<i>5 3/2</i>	<i>5 3/2</i>	<i>7</i>	<i>7</i>	<i>5 3/2</i>	<i>5 3/2</i>	<i>7</i>	<i>7</i>		
<b>REVERSED FRAMES</b> , Angle Iron ... ..	<i>3 1/2</i>	<i>3 1/2</i>	<i>8</i>	<i>8</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>8</i>	<i>8</i>		
<b>FLOORS</b> , depth and thickness of Floor Plate at mid line for half length amidships ... ..	<i>2 1/2</i>	<i>2 1/2</i>	<i>10</i>	<i>10</i>						
" thickness at the ends of vessel ... ..	<i>8</i>	<i>8</i>								
" depth at 2/3 the half-bdth. as per Rule ... ..	<i>13</i>	<i>13</i>								
" height extended at the Bilges ... ..	<i>49</i>	<i>49</i>								
<b>BEAMS</b> , Upper, Spar, or Avning Deck } Single or d'ble Ang. Iron, Plate or Tee Bulb Iron } Single or double Angle Iron on Upper edge ... ..	<i>9</i>	<i>9</i>	<i>9</i>	<i>9</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>7</i>	<i>7</i>		
Average space ... ..	<i>48</i>	<i>48</i>								
<b>BEAMS</b> , Main, or Middle Deck ... ..										
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron } Single, or double Angle Iron, on Upper Edge ... ..	<i>9</i>	<i>9</i>	<i>9</i>	<i>9</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>7</i>	<i>7</i>		
Average space ... ..	<i>48</i>	<i>48</i>								
<b>BEAMS</b> , Lower Deck— Single or d'ble Ang. Iron, Plate or Tee Bulb Iron } Single or double Angle Iron on Upper Edge ... ..	<i>9</i>	<i>9</i>	<i>9</i>	<i>9</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>7</i>	<i>7</i>		
Average space ... ..	<i>48</i>	<i>48</i>								
<b>BEAMS</b> , Hold, or Orlop— Single or d'ble Ang. Iron, Plate or Tee Bulb Iron } Single or double Angle Iron on Upper Edge ... ..										
Average space ... ..										
<b>KEELSONS</b> Centre line, single or double plate, } Rider Plate ... ..	<i>17</i>	<i>17</i>	<i>12</i>	<i>12</i>						
" Bulb Plate to Intercostal Keelson ... ..	<i>11</i>	<i>11</i>	<i>12</i>	<i>12</i>						
" Angle Irons ... ..	<i>5</i>	<i>5</i>	<i>4</i>	<i>4</i>	<i>9</i>	<i>9</i>	<i>5</i>	<i>5</i>	<i>4</i>	<i>4</i>
" Double Angle Iron Side Keelson ... ..	<i>5</i>	<i>5</i>	<i>4</i>	<i>4</i>	<i>9</i>	<i>9</i>	<i>5</i>	<i>5</i>	<i>4</i>	<i>4</i>
" Side Intercostal Plate ... ..			<i>8</i>	<i>8</i>						
" do. Angle Irons ... ..										
" Attached to outside plating with angle iron	<i>3</i>	<i>3</i>	<i>7</i>	<i>7</i>	<i>3</i>	<i>3</i>	<i>7</i>	<i>7</i>	<i>3</i>	<i>3</i>
<b>BILGE</b> Angle Irons ... ..	<i>5</i>	<i>5</i>	<i>4</i>	<i>4</i>	<i>9</i>	<i>9</i>	<i>5</i>	<i>5</i>	<i>4</i>	<i>4</i>
" do. Bulb Iron ... ..										
" do. Intercostal plates riveted to plating for length										
<b>BILGE STRINGER</b> Angle Irons ... ..	<i>5</i>	<i>5</i>	<i>4</i>	<i>4</i>	<i>9</i>	<i>9</i>	<i>5</i>	<i>5</i>	<i>4</i>	<i>4</i>
Intercostal plates riveted to plating for length										
<b>SIDE STRINGER</b> Angle Irons ... ..	<i>5</i>	<i>5</i>	<i>4</i>	<i>4</i>	<i>9</i>	<i>9</i>	<i>5</i>	<i>5</i>	<i>4</i>	<i>4</i>

The **FRAMES** extend in one length from *Keel* to *gunwale* Riveted through plates with *7/8* in. Rivets, about *1/2* apart.  
The **REVERSED ANGLE IRONS** on floors and frames extend *from middle line to upper deck* and to *Forecastle* 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 *1/8* 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 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 four Strakes** at Bilge for *half* 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 *7/8* in. diameter, averaging *3 1/4* 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.  
" **Edges of Main Sheerstrake**, double or single riveted. **Upper Sheerstrake**, double or single riveted.  
" **Butts of Main Sheerstrake**, treble riveted for *1/2* length amidships. Butts of Upper or Spar Sheerstrake, treble riveted *half* length amidships.  
" **Butts of Main Stringer Plate**, treble riveted for *1/2* length amidships. **Butts of Upper or Spar Stringer Plate**, treble riveted for *half* length.  
" Breadth of laps of plating in double riveting *5/4* Breadth of laps of plating in single riveting *1/2*  
Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? *Double* No. of Breasthooks, *Five* Crutches, *Three*  
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *Good*  
Manufacturer's name or trade mark, *Angles & Bulbs—Middletown, Plates—Stockton & Consett*  
The above is a correct description.  
Builder's Signature, *Russell & Co* Surveyor's Signature, *J. A. Dewdney*  
Surveyor to Lloyd's Register of British and Foreign Shipping.

Form No. 1 for Iron Ships—1500—27/84—Transfer Ink.

State clearly where plating is of alternate thicknesses or distinguished from diminished thickness at ends of vessel.

GRK303-0186

**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 in the butts*

Masts, Bowsprit, Yards, &c., are *Iron Steel* in *ford* 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 *Iron from Consell & Steel from Moscard.*  
*Fore Mast 80-9 28 x 7/16 20 x 6/16 22 x 6/16 18 x 6/16* } *Three plates in the round. Doubled at wedging*  
*Main Mast 80-9 23 x 6/16 18 1/2 x 5/16 19 x 5/16 15 1/2 x 5/16* } *edges double & butts treble & double riveted with*  
*Bowsprit 19-10 from Kynchthead to Cap. 25 1/2 x 6/16 20 x 5/16 15 x 5/16* } *Shaps of 1/16 inch thickness.*  
*3 plates 2 angles 3 x 3 x 1/16. Riveting as per Rule.*

SAILS.	CABLES, &c.	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.			
Fore Sails,	Chain 1 1/4 7	135	1 7/8	57 1/2	2 1/2	as per Rule	Bower Anchors	8377	32-0-20	30-5-3-0	32-0-0	G. H. Penn	
Fore Top Sails,	Iron Stream Chain	75	1 7/8	20 1/2	2 1/2	75-1	8408	31-1-16	29-8-2-0	31-1-0	as per Rule		
Fore Topmast Stay Sails,	or Steel Wire	75	3 3/4	29 Tons			20928	2-14	27-11-3-4	28-0-0	as per Rule		
Main Sails,	Hawser	15	12	90	3 1/2		Stream Anchor	8410	10-2-22	12-1-1-0	10-2-0	as per Rule	
Main Top Sails, and other quality <i>ford</i>	Warp	90	6	90	6		Kedge	8411	5-7-4	7-17-0-0	5-1-0	as per Rule	
Standing and Running Rigging	or Steel Wire	90	6	90	6		2nd Kedge	8412	2-2-13	5-2-2-0	2-2-0	Chester	

The Windlass is *ford* Capstan *ford* and Rudder *ford* Pumps *ford* &ufft.  
 Engine Room Skylights.—How constructed? *How secured in ordinary weather?*  
 What arrangements for deadlights in bad weather? *How are lids secured?*  
 Coal Bunker Openings.—How constructed? *Height above deck?*  
 Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Five ports 30 x 24 x 3*  
 Cargo Hatchways.—How formed? *Common 9/16 thick 18 above D<sup>ca</sup>*  
 State size Main Hatch *16 x 12* Forehatch *8 x 6* Quarterhatch *8 x 6*  
 If of extraordinary size, state how framed and secured? *Ordinary*  
 What arrangement for shifting beams? *A deep web plate in the main & strong fore & afters*  
 Hatches, If strong and efficient? *yes 3 in thick*

Order for Special Survey No. *195* Date *12<sup>th</sup> March 1884*  
 Order for Ordinary Survey No. *109* Date *22<sup>nd</sup> March 1884*  
 State dates of letters respecting this case *22<sup>nd</sup> March 1884*

**General Remarks** (State quality of workmanship, &c.) *Workmanship of good quality. This Vessel has been built in accordance with the accompanying approved sketches of midship & longitudinal sections and in all other respects with the Rules.*

*Roop 28ft. Forecastle 30ft.*  
 How are the surfaces preserved from oxidation? Inside *Cement & Paint* Outside *Paint*  
 I am of opinion this Vessel should be Classed *100 A1*  
 The amount of the Entry Fee .....£ 4 : 0 : 0 is received by me, *W. Dawkins*  
 Special .....£ 59 : 9 : 0 25/11/ 1884  
 Certificate ... *Gratis*  
 (Travelling Expenses, if any, £ Nil.)  
 Committee's Minute *FRIDAY 23 NOV 1884 18*  
 Character assigned *100 A1*

