

# IRON SHIP.

(Received at London Office) THURSDAY 27 NOV 1884

No *8786* Survey held at *Port Glasgow* Date, First Survey *13<sup>th</sup> Decr/83* Last Survey *18<sup>th</sup> Novr. 1884*  
On the *Barge "Cult Stream"* (41 visits)

TONNAGE under Tonnage Deck } *1322.09*  
Ditto of Third, Spar, or Awning 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, SPAN, OR AWINING DECKED VESSEL.  
Half Breadth (moulded) .. .. . *18.9*  
Depth from upper part of Keel to top of Upper Deck Beams *24.1*  
Girth of Half Midship Frame (as per Rule) .. .. . *38.25*  
1st Number .. .. . *81.15*  
1st Number, if a 3-Decked Vessel .. deduct 7 feet .. .. .  
Length .. .. . *223.5*  
2nd Number .. .. . *1813.0*  
Proportions— Breadths to Length .. .. . *5.9*  
Depths to Length—Upper Deck to Keel .. .. . *9.3*  
Main Deck ditto .. .. .

Master *Alex<sup>r</sup> Dorrward*  
Built at *Port Glasgow*  
When built *1884* Launched *21<sup>st</sup> Oct.*  
By whom built *Russell & Co*  
Owners *A. L. Polson*  
Residence *Smeltka, Dalmar*  
Port belonging to *Glasgow*  
Destined Voyage *Rangoon*  
If Surveyed while Building, Afloat, or in Dry Dock. *Whilst Building under S.S.*

LENGTH	Feet.	Inches.	BREADTH—	Feet.	Inches.	DEPTH	Feet.	Inches.	Power of	Horse.	No. of Decks with flat laid	No. of Tiers of Beams
on deck as per Rule	<i>223</i>	<i>6</i>	Moulded	<i>37</i>	<i>9 1/2</i>	top of Floors to Upper Deck Beams	<i>21</i>	<i>1 1/2</i>	Engines	<i>4</i>	<i>0</i>	<i>2</i>
Dimensions of Ship per Register, length,	<i>234 1/2</i>		breadth,	<i>38.15</i>		depth,	<i>21.85</i>		moulded depth =	<i>23 3/4</i>		
KEEL, depth and thickness												
STEM, moulding and thickness												
STERN-POST for Rudder do. do.												
" " for Propeller												
Distance of Frames from moulding edge to moulding edge, all fore and aft												
FRAMES, Angle Iron, for 1/2 length amidships												
Do. for 1/2 at each end												
REVERSED FRAMES, Angle Iron												
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships												
" thickness at the ends of vessel												
" depth at 3/4 the half-bdth. as per Rule												
" height extended at the Bilges												
BEAMS, Upper, Span, or Awning Deck												
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron												
Single or double Angle Iron on Upper edge												
Average space												
BEAMS, Main, or Middle Deck												
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron												
Single, or double Angle Iron, on Upper Edge												
Average space												
BEAMS, Lower Deck												
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron												
Single or double Angle Iron on Upper Edge												
Average space												
BEAMS, Hold, or Orlop												
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron												
Single or double Angle Iron on Upper Edge												
Average space												
KEELSONS Centre line, single or double plate, beam, or intercostal, plates on floor												
" Rider Plate												
" Bulb Plate to Intercostal Keelson												
" Angle Irons												
" Double Angle Iron Side Keelson												
" Side Intercostal Plate												
" do. Angle Irons												
" Attached to outside plating with angle iron												
BILGE Angle Irons												
" do. Bulb Iron												
" do. Intercostal plates riveted to plating for length												
BILGE STRINGER Angle Irons												
Intercostal plates riveted to plating for length												
SIDE STRINGER Angle Irons												

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 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 1/4* 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 3/4* 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 1/4* Breadth of laps of plating in single riveting *5*  
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, *Anglo & Bulb-Installations, Plates-Stockton & Consett*  
The above is a correct description.  
Builder's Signature, *Russell & Co* Surveyor's Signature, *J. A. Rankin*  
Surveyor to Lloyd's Register of British and Foreign Shipping.



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 *don from Consell & Steel from Mossend.*  
*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 triple & double riveted with*  
*Bowsprit 19-10 from Kighthead to Cap. 25 1/2 x 6/16 22 x 6/16 18 x 6/16* } *Shaps of 1/16 inch thickness.*  
*3 plates 2 angles 3 x 3 x 1/16. Riveting as per Rule.*

NUMBER for EQUIPMENT				ANCHORS.				No.				Weight.				Test per				Machine where			
SAILES.				CABLES, &c.				No.				Ex. Stock.				Certificate				Tested & Suprntd.			
Fore Sails,				Chain 1 1/4 1 1/4 1 1/4 1 1/4				Bower Anchors				8377				32-0-20				30-5-3-0			
Fore Top Sails,				Iron Stream Chain				8408				31-1-16				29-8-2-0				31-1-0			
Fore Topmast				or Steel Wire				20928				2-14				27-11-8				28-0-0			
Stay Sails,				or Hempen Strin				Total				92-0-22				Total				91-1-0			
Main Sails,				Cable				Stream Anchor				8410				10-2-22				12-7-1-0			
Main Top Sails,				Towline, Hemp.				Kedge				8411				5-7-4				7-17-0-0			
and others				or Steel Wire				2nd Kedge				8412				2-2-13				5-2-2-0			
				Hawser																			
				Warp																			
				quality																			

Standing and Running Rigging *Good* sufficient in size and *ford* in quality. She has *4* Long Boats, and *1* Capstan *ford* and Rudder *ford* Pumps *ford* &ufft. The Windlass is *ford* How secured in ordinary weather? *✓*

Engine Room Skylights.—How constructed? *✓* How are lids secured? *✓* Height above deck? *✓*  
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? *Two ports 30 x 24 x 3*  
Cargo Hatchways.—How formed? *Scuppers each side*  
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. <i>19</i>	1st. On the several parts of the frame, when in place, and before the plating was wrought	1883: Decr. 13.
Date <i>12<sup>th</sup> March</i>	2nd. On the plating during the process of riveting	1884: May 22. 29. June 5. 9. 11. 12. 13. 14. 17. 19.
Order for Ordinary Survey No. <i>109</i>	3rd. When the beams were in and fastened, and before the decks were laid....	20. 27. July 11. 15. 16. 22. 28. 30. Aug. 1. 4.
Date <i>12<sup>th</sup> March</i>	4th. When the ship was complete, and before the plating was finally coated or cemented..	5. 7. 8. 14. 20. 27. Sept. 3. 4. 12. 15. 17. 22. 25. 29.
No. <i>109</i> in builder's yard.	5th: After the ship was launched and equipped	Oct. 7. 14. 20. Nov. 6. 12. and 18.
State dates of letters respecting this case	<i>22<sup>nd</sup> March 1884.</i>	

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

Poop 28ft. Forecastle 30ft.

Show if one, two, or three decked vessel, and if span, or running decked; and the lengths of poop, bridge, fore-castle, or running quarter-deck. (If double bottom, state particulars on separate form.)  
How are the surfaces preserved from oxidation? Inside *Cement & Paint* Outside *Paint*  
I am of opinion this Vessel should be Classed *100.A.1.*

The amount of the Entry Fee .....£ 4 : 0 : 0 is received by me, *W. Dawkins.*  
Special .....£ 59 : 9 : 0 25/11/ 1884.  
(To be sent as per margin). Certificate ... *Gratis*  
(Travelling Expenses, if any, £ Nil.).

Committee's Minute  
Character assigned  
FRIDAY 23 NOV 1884 18  
*100.A.1.*  
*W. Dawkins.*  
Surveyor to Lloyd's Register of British and Foreign Shipping.