

# IRON SHIP.

(Received at London Office) TUESDAY 13 JAN 1885

No. 8818 Survey held at Glasgow 1st Survey 9th August Last Survey 29th Dec 1884  
On the Ship Falkland (28 visits)

TONNAGE under Tonnage Deck 1359.35 **ONE, OR TWO DECKED, THREE DECKED VESSEL,**  
**SPAR, OR AWNING DECKED VESSEL.**

Ditto of Third, Spar, or Awning Deck. 73.12 Half Breadth (moulded) 18.65  
Ditto of Poop, or Raised Or. Dk. 25.06 Depth from upper part of Keel to top of Upper Deck Beams 23.7  
Ditto of Houses on Deck 10.44 Girth of Half Midship Frame (as per Rule) 37.61  
Ditto of Forecastle 1467.97 1st Number 79.96  
Gross Tonnage 38.53 1st Number, if a 3-Decked Vessel .. deduct 7 feet —  
Less Crew Space — Length 233.25  
Less Engine Room — 2nd Number 18650.67  
Register Tonnage as cut on Beam 1429.44 Proportions— Breadths to Length .. 6.3  
Depths to Length— Upper Deck to Keel .. 9.8  
Main Deck ditto .. —

Master Hall  
Built at Port Glasgow  
When built 1884. Launched 6th Dec  
By whom built Russell & Co  
Owners J. R. Dickson  
Residence Glasgow  
Port belonging to Glasgow  
Destined Voyage Melbourne  
If Surveyed while Building, Afloat, or in Dry Dock.  
Whilst Building under special survey

LENGTH on deck as per Rule 233 Feet. 3 Inches. BREADTH— Moulded 37 Feet. 3 1/2 Inches. DEPTH top of Floors to Upper Deck Beams 21 Feet. 8 1/2 Inches. Power of Engines 4 Horse. No. of Decks with flat laid 2 No. of Tiers of Beams 2

Dimensions of Ship per Register, length, 245 breadth, 37.6 depth, 21.45 Moulded depth 22.11

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

The FRAMES extend in one length from Keel to gunwale Riveted through plates with 7/8 in. Rivets, about 7 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 7/8 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 1/2 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 7/16 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 1/2 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 —

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Single or 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 S. Bulbs - Middleboro. Plates - Corbett. Bowfield & Stockton.

The above is a correct description.

Builder's Signature, Russell & Co Surveyor's Signature, J. R. Dickson

Surveyor to Lloyd's Register of British and Foreign Shipping.



Workmanship. Are the butts of plating planed or otherwise fitted?

Do the edges of the carvel work and of the butts lay close together throughout the without requiring any making good of deficiencies?

Are the fillings between the ribs and plates solid single pieces?

Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other?

Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces?

Do any rivets break into or through the seams or butts of the plating?

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

*Constructed of steel supplied from Dalzell & Rankhead and in accordance with the accompanying approved sketch.*

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS. N°.	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested & Suprntd.
SAILS.											
N°	CABLES, &c.										
	Chain	270	1 1/2	63 1/4	270	South Dock	Bower Anchors	9164	33.0.14	30.19.14	35.0.0
	Fore Sails,										
	Fore Top Sails,										
	Fore Topmast Stay Sails,										
	Main Sails,										
	Main Top Sails,										
	and others										
	Iron Stream Chain	75	1	18 1/2	75	South Dock		9163	33.0.14	30.19.14	33.0.0
	or Steel Wire										
	or Hempen Strm										
	Cable										
	Towline, Hemp	90	1 1/2	90	1 1/2	South Dock		9162	29.0.0	27.17.20	29.0.0
	or Steel Wire										
	Hawser	90	10	90	10						
	Warp	90	6	90	6						
	quality										
	Standing and Running Rigging										
	The Windlass is										
	Capstan										
	and Rudder										
	Pumps										
	How secured in ordinary weather?										

Engine Room Skylights.—How constructed?

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?

Cargo Hatchways.—How formed?

State size Main Hatch

Forehatch

Quarterhatch

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams?

Hatches, If strong and efficient?

Order for Special Survey No.

Date

Order for Ordinary Survey No.

Date

No. in builder's yard.

State dates of letters respecting this case

General Remarks (State quality of workmanship, &c.)

*Quality of workmanship good*  
*This vessel has been built in accordance with the accompanying approved sketches of midship section elevation & deck plan and in all other respects with the Rules.*  
*Sketch of masts & report on Fozing accompanying.*

*Poop — 32ft Forecastle (open) 32ft.*

State if one, two, or three decked vessel, and the lengths of poop, bridge, forecastle, or raised quarter-deck. (If double bottom, state particulars on separate form.)

How are the surfaces preserved from oxidation? Inside

Outside

I am of opinion this Vessel should be Classed

The amount of the Entry Fee

is received by me,

Special

(to be sent as per margin). Certificate

(Travelling Expenses, if any, & nil).

Committee's Minute

Character assigned

Surveyor to Lloyd's Register of British and Foreign Shipping.

*It is submitted that this vessel appears worthy to be classed 100 A.1. as recommended.*

*One deck*  
*2nd beam*

Lloyd's Register Foundation