IRON SHIP.

(Received at London Office) 11 JUL 1885

No. 8895 Survey held at Port Glasgow & Glasgow Dale, First Survey _____ Last Survey _____ 18

On the Barque "Earl Rosebery"

TONNAGE under Tonnage Deck	1071.76
Ditto of Third, Spar, or Awning Deck	—
Ditto of Poop, ~~or Round Or. Dk.~~	47.73
Ditto of Houses on Deck	7.29
Ditto of Forecastle	37.23
Gross Tonnage	1173.98
Less Crew Space	53.04
Less Engine Room	
Register Tonnage as cut on Beam	1120.94

Official Number

~~ONE, OR~~ TWO DECKED, ~~THREE-DECKED~~ VESSEL, ~~SPAR, OR AWNING-DECKED VESSEL.~~

	Feet.
Half Breadth (moulded)	17.42
Depth from upper part of Keel to top of Upper Deck Beams	23.42
Girth of Half Midship Frame (as per Rule)	36.10
1st Number	76.94
1st Number, if a 3-Decked Vessel .. deduct 7 feet	
Length	207.
2nd Number	15925.
Proportions— Breadths to Length	5.9
Depths to Length—Upper Deck to Keel	8.8
Main Deck ditto	

Master G. Kerr
Built at Port Glasgow
When built 1884-85 Launched 21st March 85
By whom built Russell & Co.
Owners A. McAllister & Co.
Residence London
Port belonging to Glasgow
Destined Voyage Monte Video
If Surveyed while Building, Afloat, or in Dry Dock. Whilst building afloat.

LENGTH on deck as per Rule ... Feet. 207 Inches. 0 | BREADTH—Moulded... Feet. 34 Inches. 10 | DEPTH top of Floors to Upper Deck Beams ..... Do. do. Main Deck Beams..... Feet. 21 Inches. 5 | Power of Engines ... ... Horse. — | N°. of Decks with flat laid Upper Spar N°. of Tiers of Beams Two

Dimensions of Ship per Register, length, 216 breadth, 35.15 depth, 21.25 Moulded depth = 22.9

	Inches in Ship.			Inches per Rule.		
KEEL, depth and thickness	8½	× 2½		8½	× 2½	
STEM, moulding and thickness	8	× 2½		8	× 2½	
STERN-POST for Rudder do. do.	8	× 2½		8	× 2½	
" " for Propeller	—			—		
Distance of Frames from moulding edge to moulding edge, all fore and aft	23			23.		

(Class 100 A)

	Inches. In Ship.	Inches. In Ship	16ths. In Ship	Inches per Rule	Inches per Rule	16ths per Rule
FRAMES, Angle Iron, for ⅗ length amidships	5	3	8	5	3	8
Do. for ⅕ at each end	5	3	7	5	3	7
REVERSED FRAMES, Angle Iron	3½	3	8	3½	3	8
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	24	—	9	24	—	9
" thickness at the ends of vessel	—	—	7	—	—	7
" depth at ¾ the half-bdth. as per Rule	12	—	—	12	—	—
" height extended at the Bilges	48	—	—	48	—	—
BEAMS, Upper, ~~Spar, or Awning~~ Deck Single ~~or d'ble Ang. Iron~~, Plate ~~or Tee~~ Bulb Iron	8½	—	8	8½	—	8
~~Single or~~ double Angle Iron on Upper edge	3	3	7	3	3	7
Average space	46	—	—	46	—	—
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	8½	—	8	8½	—	8
~~Single or~~ double Angle Iron on Upper Edge	3	3	7	3	3	7
Average space	46	—	—	46	—	—
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~~ plates ~~box, or Intercostal, Plates on Floors~~	16	× 12	—	16	—	12
" Rider Plate	10⅞	—	12	10⅞	—	12
" Bulb Plate to Intercostal Keelson	—	—	—	—	—	—
" Angle Irons	5	3½	9	5	3½	9
" Double Angle Iron Side Keelson	5	3½	9	5	3½	9
" Side Intercostal Plate	—	—	8	—	—	8
" do. Angle Irons	—	—	—	—	—	—
" Attached to outside plating with angle iron	3½	3	8	3½	3	8
BILGE Angle Irons	5	3½	9	5	3½	9
" do. Bulb Iron	—	—	—	—	—	—
" do. Intercostal plates riveted to plating for ..... length	—	—	—	—	—	—
BILGE STRINGER Angle Irons	5	3½	9	5	3½	9
Intercostal plates riveted to plating for ..... length	—	—	—	—	—	—
SIDE STRINGER Angle Irons	5	3½	9	5	3½	9

	Inches. In Ship.	16ths. In Ship.	Inches. per Rule	16ths. per Rule
Flat Keel Plates, breadth and thickness	—	—	—	—
PLATES in Garboard Strakes, br'dth & thickness	34	11	34	11
" From Garboard to upper part of Bilges	—	9 7/10	—	9 7/10
" Of d'bling at Bilge, or increased thickness, and length applied	—	—	—	—
" From up. prt of Bilge to lr. edge of Sh'rstrake	—	9 7/10	—	9 7/10
" Main Sheerstrake, breadth and thickness	36	12	36	12
" Of d'blng at Sh'stk. & lng. applied	—	—	—	—
" From M'n. to Upr. or Spar Dk. Sh'rstrake	—	—	—	—
" Up. or Spar Dk Sh'rstrake, brdth & thickn'ss	—	—	—	—
Butt Straps to outside plating, breadth & thickness	9¾ × 11¼	12 × 1¼	as Strake	
Lengths of Plating	Alx frame spaces		5 do	
Shifts of Plating, and Stringers	2.3 & 4		2 & 3.	
Gunwale Plate on ends of ~~Awning, Spar, or~~ Upper Deck Beams, breadth and thickness	42	9	42	9
Angle Iron on ditto	5 × 3½ × 9		5 × 3½ × 9	
Tie Plates fore and aft, outside Hatchways	12	9	12	9
Diagonal Tie Plates on Beams No. of Pairs 5	12	9	12	9
Flat of Up., ~~Spar, or Awning~~ Dk.*	4	—	4	—
How fastened to Beams G. I. Screwbolts	—	10	—	10
Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness	—	—	—	—
Is the Stringer Plate attached to the outside plating?	—	—	—	—
Angle Irons on ditto, No.	—	—	—	—
Tie Plates, outside Hatchways	—	—	—	—
Diagonal Tie Plates on Beams, No. of pairs	—	—	—	—
Flat of Middle Deck* do. do.	—	—	—	—
How fastened to Beams	—	—	—	—
Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	30	8	30	8
Is the Stringer Plate attached to the outside plating?	Yes	as	Reqd.	
Angle Irons on ditto, No. 2	4 × 4 × 8		4 × 4 × 8	
Stringer or Tie Plates, outside Hatchways	12	8	12	8
Flat of Lower Deck* N. Pine	3	—	3	—
Ceiling betwixt Decks, thickness and material	2	—	2	—
" in hold do. do.	2½	—	2½	—
Main piece of Rudder, diameter at head	5½	—	8½	—
do. at heel	3	—	3	—
Can the Rudder be unshipped afloat? Yes.	—	—	—	—
Bulkheads No. One No. per Rule One	—	—	—	—

" Thickness of 6/7 6/7
" Height up 16 upper deck
" How secured to sides of ship double frames
" Size of Vertical Angle Irons 5 × 3 × 8 and distance apart 30 ins.
" Are the outside Plates doubled two spaces of Frames in length? Yes.

* If Iron Deck, state if whole or part, and if wood deck is held thereon.

State clearly where plating of alternate thickness—as distinguished from dimlished thickness at ends of vessel.

The **FRAMES** extend in one length from Keel to Gunwale Riveted through plates with ¾ in. Rivets, about 6 apart.

The **REVERSED ANGLE IRONS** on floors and frames extend ~~from~~ middle line to upper deck ~~and to~~ on each frame ~~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 1⅛ in. diameter, averaging 5⅝ ins. from centre to centre. 3⅞ & 3½

" **Edges of Garboards** and to upper part of Bilge, worked clencher, double riveted; with rivets ⅞ & ¾ in. diameter, averaging ..... ins. from centre to centre.

" **Butts from Keel to turn of Bilge,** worked carvel, double riveted; with rivets ⅞ & ¾ in. diameter averaging 3½ & 3. ins. from centre to centre.

" **Butts** of three 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 ¾ in. diameter, averaging 3½ ins. from cr. to cr.

" **Butts from Bilge to Main Sheerstrake,** worked carvel, double riveted; with rivets ¾ in. diameter, averaging 3. 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 ✓ length amidships. Butts of Upper ~~or Spar~~ Sheerstrake, treble riveted half length amidships.

" **Butts of Main Stringer Plate,** treble riveted for ✓ length amidships. **Butts of Upper ~~or Spar~~ Stringer Plate,** treble riveted for half length.

" Breadth of laps of plating in double riveting 5¼ & 4½ Breadth of laps of plating in single riveting ✓

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Treble & Doble No. of Breasthooks, Five Crutches, Three.

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Lord

Manufacturer's name or trade mark, Angles & Bulbs. Neat Mark. Plates. N. Hartlepool. Sol. Stockton & Moor

The above is a correct description.

Builder's Signature, Russell & Co *Surveyor's Signature,* J. Dawson

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

ROBERT EDMUND TAYLOR & SON Commercial and General Steam Printers, 12, Old Street, Cromwell Road, E.C., London.

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

Do the edges of the carvel work and of the butts fay 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 on the butts

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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 Iron from Consett Co.

Fore & main masts each 83-6 long 29x8/16 at partners to 21x6/16 at keel & 19x6/16 at head. Three plates in the round.

Mizen mast — 80 ft 6 ins long 23½x6/16 at partners to 15½ at head & two plates in the round. doubled at wedging. Edges double butts treble & double with Straps increased 1/16

NUMBER for EQUIPMENT 1698.

	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate. Tons	Inches per Rule.	Machine where Tested & Suprntdt.
N°.		Chain 1286 (State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	135	1 3/4	55 5/16 × 77/8	Forth 270 ... 1 3/4	D. G. Lewis & Netherton
	Fore Sails,		135	—	—		
One full Suit	Fore Top Sails,	Iron Stream Chain or Steel Wire or Hempen Strm Cable	75	15/16	23 37/40 × 15 5/40	75 ... 15/16	Do
	Fore Topmast Stay Sails,	Towline, Hemp.	90	11	—	90 ... 10½	
	Main Sails,	~~or Steel Wire~~	90	9	—	90 ... 9	
		Hawser	90	5	—		
	Main Top Sails,	Warp	90	4	—	90 ... 5½	
	and others	quality Good	120	3½	—		

ANCHORS.	N°.	Weight. Ex. Stock.	Test per Certificate	W'ght req'd per Rule.	Machine where Tested & Suprntdt.
Bower Anchors (State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	19042	30-2-7	29-3-3-0	30-2-0	D. G. Lewis
	19044	29-2-16	28-8-3-0	29-0-0	Netherton
	19045	26-0-20	25-16-1-0	26-0-0	Do.
Total		86-2-7	Total	85-2-0	
Stream Anchor	19045	9-3-24	12-0-0-0	9-2-0	
Kedge	19066	5-0-0	7-7-2-0	4-3-0	Do
2nd Kedge	19053	2-2-8	5-2-2-0	2-2-0	

Standing and Running Rigging Steel wire & manilla sufficient in size and Good in quality. She has ~~Two~~ ~~Long~~ Boats ~~and~~ Good

The Windlass is Good Capstan Good 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? Five pairs & three scuppers each side

Cargo Hatchways.—How formed? Mitt Coaming plates 8/16 thick

State size **Main Hatch** 15-4 × 10-0 Forehatch 7-8 × 6-0 Quarterhatch 7-8 × 6-0

If of extraordinary size, state how framed and secured? Ordinary size

What arrangement for shifting beams? A shifting beam in the main hatchway.

Hatches, If strong and efficient? Yes. 3½ thick

Order for Special Survey No. 2344

Date 20th & 27th April 1884

Order for Ordinary Survey No. ✓

Date ✓

No. 121 in builder's yard.

DATES of Surveys held while building as per Section 18.

1st. On the several parts of the frame, when in place, and before the plating was wrought	1884: Nov. 6.11.12.14.19.21.25.26.29: Dec. 1.3.4.8.10.11.12:
2nd. On the plating during the process of riveting	1885: Jany. 15.27: Feb. 4.9.10.11.14.17.24.26:
3rd. When the beams were in and fastened, and before the decks were laid....	Mch. 2.4.9.11.13.17.18:
4th. When the ship was complete, and before the plating was finally coated or cemented..	April 3.6.9.10.13.14.16.17.20.21.22.28: an
5th. After the ship was launched and equipped	May 8

State dates of letters respecting this case

General Remarks (State quality of workmanship, &c.) Quality of materials and workmanship Good. This is a sister vessel to the "Morecambe Bay" Greenock report No. 8793. & "Victoria Bay" No. 8846 and has been built in accordance with the approved sketches attached to the former and in all other respects with the rules.

Bowsprit (spike) total length outside knightheads 35 ft: formed with two plates in the round. Dia at knightheads 2-4 × 6/16 thick. Edges double butts treble & double riveted & straps increased 1/16 as regd by rules.

Poop — 22 ft 6 ins. Forecastle — 28 ft 6 ins.

~~State if one, Two, or three decked vessel, or if spar, or awning decked; 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 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,
Special .....£ 53 : 0 : 6 28th April 1885 J.W.

(to be sent as per margin). Certificate ... Gratis:
(Travelling Expenses, if any, £0 : 8 : 0 paid on 28/4/85 and a further £ paid on 4/5/85 J.W.)

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

It is submitted that this vessel appears eligible to be classed 100 A.1 as recommended
15K
2 Sets Beams

Committee's Minute TUESDAY 12 MAY 1885 18

Character assigned 100 A.1 Incl

TBW

(The Surveyors are requested not to write on or below the space for Committee's Minute.)