

## IRON SHIP.

Received 16th December 1885  
(Received at London Office, 1885)No. 9043 Survey held at Port Glasgow Date, First Survey 10th Aug 1885 Last Survey 10th Dec. 1885  
On the "MAULE" (29 visits)

TONNAGE under } 180.30 ONE, OR TWO DECKED, THREE DECKED VESSEL,  
Tonnage Deck }  
Ditto of Third, Spar, }  
or Awaiting Deck. }  
Ditto of Poop, or }  
Raised Qr. Dk. }  
Ditto of Houses } 7.36  
on Deck }  
Ditto of Forecastle } 13.29  
Hatches }  
Gross Tonnage } 202.01  
Less Crew Space } 16.61  
Less Engine Room } 105.14  
Register Tonnage } 80.26  
as cut on Beam }

Half Breadth (moulded) ... 11.75  
Depth from upper part of Keel to top of Upper Deck Beams ... 10.  
Girth of Half Midship Frame (as per Rule) ... 19.85  
1st Number ... 41.6  
1st Number, if a 3-Decked Vessel ... deduct 7 feet  
Length ... 124.  
2nd Number ... 5758  
Proportions— Breadths to Length ... 5.2  
Depths to Length— Upper Deck to Keel ... 12.4  
Main Deck ditto ...

Master MacDougal  
Built at Port Glasgow  
When built 1885 Launched 11 Nov.  
By whom built John Reid & Co  
Owners Compania Sud Americana de Vapores  
Residence Valparaiso  
Port belonging to Valparaiso  
Destined Voyage Valparaiso  
If Surveyed while Building, Afloat, or in Dry Dock.  
While building under C.O.

LENGTH on deck as per Rule ... 124 0 BREADTH— Moulded ... 23 6 DEPTH top of Floors to Upper Deck Beams ... 9 0 Power of Engines ... 90 Horse. No. of Decks with flat laid One No. of Tiers of Beams One

Dimensions of Ship per Register, length, 125.5 breadth, 23.6 depth, 9.0 moulded depth = 19.5

KEEL, depth and thickness ... 6 3/4 x 1 1/4  
STEM, moulding and thickness ... 6 x 1 1/4  
STERN-POST for Rudder do. do. ... 6 x 2 1/2  
" " for Propeller ... 6 x 2 1/2  
Distance of Frames from moulding edge to moulding edge, all fore and aft ... 20

FRAMES, Angle Iron, for 2/3 length amidships ... 3 2 1/2 x 5  
Do. for 1/3 at each end ... 3 2 1/2 x 5  
REVERSED FRAMES, Angle Iron ... 2 1/2 x 2 1/2  
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships ... 12 - 6  
thickness at the ends of vessel ... - - 5  
depth at 2/3 the half-bdth. as per Rule ... 9 - - 6  
height extended at the Bilges ... 24 - - 24

BEAMS, Upper, Spar, or Awaiting Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper edge ... 4 2 1/2 x 6  
Average space ... 20 - - 20  
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, box, or Intercoastal, Plates ... 8 1/2 - 7  
" Rider Plate ... 6 1/2 - 7  
" Bulb Plate to Intercoastal Keelson ... 3 3 6  
" Angle Irons ... 3 3 6  
" Double Angle Iron Side Keelson ... - - 3  
" Side Intercoastal Plate ... - - 3  
" do. Angle Irons ... - - 3  
" Attached to outside plating with angle iron ... 3 3 6

BILGE Angle Irons ... 3 3 6  
" do. Bulb Iron for 2/3 length amidships ... 5 1/2 - 5  
" do. Intercoastal plates riveted to plating for length ... 3 3 6

BILGE STRINGER Angle Irons ... 3 3 6  
Intercoastal plates riveted to plating for length ... - - -

SIDE STRINGER Angle Irons ... - - -

Flat Keel Plates, breadth and thickness ... 30 6 30 6  
PLATES in Garboard Strakes, br'dth & thickness ... 30 6 30 6  
" From Garboard to upper part of Bilges ... - 5 - 5  
" Of d'bling at Bilge, or increased thickness, and length applied ... - 6 - 6  
" From up. prt of Bilge to Ir. edge of Sh'rstrake ... - 5 - 5  
" Main Sheerstrake, breadth and thickness ... 30 9 30 9  
" Of d'bling at Sh'stk. & lng. applied ... - - -  
" From M'n. to Upr. or Spar Dk. Sh'rstrake ... - - -  
" Up. or Spar Dk Sh'rstrake, br'dth & thckn'ss ... 8 x 9 3/4 5 x 10 8 x 9 3/4 5 x 10  
Butt Straps to outside plating, breadth & thickness ... - - -  
Lengths of Plating ... 2 3/4 x 2 3/4 do 5 1/2 x 3 1/2 do  
Shifts of Plating, and Stringers ... 2 3/4 x 2 3/4 do 5 1/2 x 3 1/2 do  
Gunwale Plate on ends of Awaiting, Spar, or Upper Deck Beams, breadth and thickness ... 18 7 18 7  
Angle Iron on ditto ... 3 x 3 x 6 3 x 3 x 6  
Tie Plates fore and aft, outside Hatchways ... - - -  
Diagonal Tie Plates on Beams No. of Pairs ... - - -  
Flat of Up., Spar, or Awaiting Dk. \* Iron ... 5 - 5  
How fastened to Beams ... Riveted -  
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 ... - - -  
Is the Stringer Plate attached to the outside plating? ... - - -  
Angle Irons on ditto, No. ... - - -  
Stringer or Tie Plates, outside Hatchways ... - - -  
Flat of Lower Deck \* ... - - -  
Ceiling betwixt Decks, thickness and material ... 1 1/2 - 1 1/2  
" in hold do. do. ... 1 1/2 - 1 1/2  
Main piece of Rudder, diameter at head ... 3 1/2 - 3 1/2  
do. at heel ... 2 - 2  
Can the Rudder be unshipped afloat? Yes  
Bulkheads No. Four No. per Rule Four  
" Thickness of 4 1/2 - 4 1/2  
" Height up 3 1/2 ft. above 6 ft. 7 ft. flat.  
" How secured to sides of ship Double frames  
" Size of Vertical Angle Irons 3 x 2 1/2 x 7 and distance apart 30 ins.  
" Are the outside Plates doubled two spaces of Frames in length? Yes.

The FRAMES extend in one length from Keel to gunwale Riveted through plates with 5/8 in. Rivets, about 5 apart.  
The REVERSED ANGLE IRONS on floors and frames extend across middle line to upper part of bilge and to 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 7/8 in. diameter, averaging 4 1/8 ins. from centre to centre.  
" Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 5/8 in. diameter, averaging 7 ins. from centre to centre.  
" Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 5/8 in. diameter averaging 2 1/2 ins. from centre to centre.  
" Butts of one Strakes at Bilge for half length, double 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 5/8 in. diameter, averaging 7 ins. from cr. to cr.  
" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 5/8 in. diameter, averaging 2 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 length amidships. Butts of Upper or Spar Sheerstrake, treble riveted whole length amidships.  
" Butts of Main Stringer Plate, treble riveted for length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for whole length.  
" Breadth of laps of plating in double riveting 4 1/2 Breadth of laps of plating in single riveting 2 1/4  
Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Doubled No. of Breasthooks, Three Crutches, Two.  
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? For  
Manufacturer's name or trade mark, Angles R & H. Clifton. Plates - Bouverfild.  
The above is a correct description.  
Builder's Signature, No. Reid & Co Surveyor's Signature, J. A. Clark  
Surveyor to Lloyd's Register of British and Foreign Shipping.

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

Planed

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  
Yes  
Yes

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?

Not any

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

Masts, Bowsprit, Yards, &c., are of 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

Rigged as a fore and aft Schooner.

NUMBER for EQUIPMENT 5302d.		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprtd.	ANCHORS.	N <sup>o</sup> .	Weight. Ex. Stock.	Test per Certificate.	W't req'd per Rule.	Machine where Tested & Suprtd.
SAILS.												
CABLES, &c.												
N <sup>o</sup> .	Chain	105	7 1/2	20:12:2:0 13:15:0:0	165	do	Bower Anchors	20086	5:3:22	8:5:0:0	5:3:0	Rutherford
Fore Sails,	Iron Stream Chain	60	7 1/8	do	165	do	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	20087	5:3:14	8:2:3:7	5:3:0	Rutherford
Fore Top Sails,	or Steel Wire ..	45	5 1/8	10 1/2 x 7	45	do	Total	11-3-8	Total	11-2-0		
Fore Topmast Stay Sails,	or Hempen Strm Cable ..											
Main Sails,	Towline, Hemp.	75	6 1/2		75	6 1/2	Stream Anchor	TRVTC 1386	1:1:23	2:13:0:14	1:2-0	Rowley S. Horner
Main Top Sails, and others	or Steel Wire ..						Kedge		0:3:9		3-0	
	Hawser	90	4 3/4		90	4	2nd Kedge					
	Warp	90	2 1/4									
	quality	Good										

Standing and Running Rigging 19 fine manila sufficient in size and good in quality. She has one long Boat and another

The Windlass is good Capstan and Rudder good Pumps good

Engine Room Skylights.—How constructed? Compound 18 x 6 1/2 + Compound 16 x 10 How secured in ordinary weather?

What arrangements for deadlights in bad weather? Compound 18 x 6 1/2 + Compound 16 x 10 skylights having woodflaps & strong circular lights on top

Coal Bunker Openings.—How constructed? Circular flanks How are lids secured? Double covers Height above deck? Flush.

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? Check round Three scuppers

Cargo Hatchways.—How formed? Compound 18 x 6 1/2 + Compound 16 x 10

State size Main Hatch one each side aft & forward 4 ft wide quarter hatch 6' 8" x 5' 6" each

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

What arrangement for shifting beams? 3 in 1 any

Hatches, If strong and efficient? 3 in 1 thick

Order for Special Survey No. 230

Date 8th Aug 1885

Order for Ordinary Survey No. 1

Date 7/7

No. 7/7 is 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
- 2nd. On the plating during the process of riveting
- 3rd. When the beams were in and fastened, and before the decks were laid....
- 4th. When the ship was complete, and before the plating was finally coated or cemented..
- 5th. After the ship was launched and equipped

1885: Augt 10. 14:  
Sept. 4. 16. 18. 21. 22:  
Oct. 6. 9. 12. 14. 16. 20. 22. 27. 28. 31:  
Nov. 3. 9. 10. 12. 13. 18. 23. 27:  
Dec. 1. 3. 7. 10 (29 visits)

State dates of letters respecting this case

6th Aug. 19th Aug & 17th Nov 1885.

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

This vessel has been constructed in accordance with the accompanying approved sketches and in all other respects with the Rules.

Forecastle 20ft 6 ins. —

State if one, two, or three-decked vessel, or if spar, or sailing-decked; and the lengths of poop, bridge, fore-castle, 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

The amount of the Entry Fee £ 1 : 0 : 0 is received by me, J.W.

Special £ 9 : 5 : 0 11th Decr. 1885

(No fee sent as per margin). Certificate ... gratis

(Travelling Expenses, if any, & Nil.)

Committee's Minute FRIDAY 18 DEC 1885

Character assigned

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

This is submitted that this vessel appears eligible to be classed 80A.1 as recommended 1885 (See Lloyd's Register of Shipping) 17/12/85

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