

# IRON SHIP.

Received 16th December 1885  
(Received at London Office, ...)

No. 9043 Survey held at Port Glasgow Date, First Survey 10th Augt 185 Last Survey 10th Decr 1885  
On the Scots "MAULE" (29 visits)

<b>TONNAGE</b> under Tonnage Deck } <u>180.30</u>	<b>ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING-DECKED VESSEL.</b>	Master <u>MacDougal</u>
Ditto of Third, Spar, or Awning Deck. } -	<b>Half Breadth</b> (moulded) ... .. <u>11.75</u>	Built at <u>Port Glasgow</u>
Ditto of Poop, or Raised Qr. Dk. } -	<b>Depth</b> from upper part of Keel to top of Upper Deck Beams <u>10.</u>	When built <u>1885</u> Launched <u>11 Novr.</u>
Ditto of Houses on Deck } <u>7.36</u>	<b>Girth</b> of Half Midship Frame (as per Rule) ... .. <u>19.85</u>	By whom built <u>John Reid &amp; Co</u>
Ditto of Forecastle Hatch } <u>13.29</u>	<b>1st Number</b> ... .. <u>416</u>	Owners <u>Compania Sud Americana de Vapor</u>
Gross Tonnage } <u>202.01</u>	<b>1st Number, if a 3-Decked Vessel</b> .. deduct 7 feet	Residence <u>Valparaiso</u>
Less Crew Space } <u>16.61</u>	<b>Length</b> ... .. <u>124.</u>	Port belonging to <u>Valparaiso</u>
Less Engine Room } <u>105.14</u>	<b>2nd Number</b> ... .. <u>5758</u>	Destined Voyage <u>Valparaiso</u>
Register Tonnage as cut on Beam } <u>80.26</u>	<b>Proportions</b> — Breadths to Length. ... .. <u>5.2</u>	If Surveyed while Building, Afloat, or in Dry Dock. <u>While building under O.O.</u>
	<b>Depths to Length</b> — Upper Deck to Keel. ... .. <u>12.4</u>	
	Main Deck ditto ... .. ✓	

**LENGTH** on deck as per Rule 124 **BREADTH** Moulded... 23 **DEPTH** top of Floors to Upper Deck Beams 9 **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

	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 ... ..	<u>6 3/4 x 1 1/4</u>	<u>6 3/4 x 1 1/4</u>						
<b>STEM</b> , moulding and thickness... ..	<u>6 x 1 1/4</u>	<u>6 x 1 1/4</u>						
<b>STERN-POST</b> for Rudder do. do. ... ..	<u>6 x 2 1/2</u>	<u>6 x 2 1/2</u>						
" " for Propeller ... ..	<u>6 x 2 1/2</u>	<u>6 x 2 1/2</u>						
Distance of Frames from moulding edge to moulding edge, all fore and aft ... ..	<u>20</u>	<u>20</u>						
<b>FRAMES</b> , Angle Iron, for 2/3 length amidships ... ..	<u>3 2 1/2 x 5</u>	<u>3 2 1/2 x 5</u>						
Do. for 1/2 at each end ... ..	<u>3 2 1/2 x 5</u>	<u>3 2 1/2 x 5</u>						
<b>REVERSED FRAMES</b> , Angle Iron ... ..	<u>2 1/2 x 4</u>	<u>2 1/2 x 4</u>						
<b>FLOORS</b> , depth and thickness of Floor Plate at mid line for half length amidships ... ..	<u>12</u>	<u>12</u>						
" thickness at the ends of vessel ... ..	<u>5</u>	<u>5</u>						
" depth at 2/3 the half-bdth. as per Rule ... ..	<u>9</u>	<u>9</u>						
" height extended at the Bilges... ..	<u>24</u>	<u>24</u>						
<b>BEAMS</b> , Upper, Spar, or Awning Deck } Single or d'ble Ang. Iron, Plate or Tee Bulb Iron } <u>4 2 1/2 x 6</u>								
Single or double Angle Iron on Upper edge ... ..	<u>20</u>	<u>20</u>						
Average space... ..								
<b>BEAMS</b> , Main, or Middle Deck ... ..								
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron } <u>3 2 1/2 x 5</u>								
Single, or double Angle Iron, on Upper Edge ... ..								
Average space... ..								
<b>BEAMS</b> , Lower Deck— } <u>3 2 1/2 x 5</u>								
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron } <u>3 2 1/2 x 5</u>								
Single or double Angle Iron on Upper Edge ... ..								
Average space... ..								
<b>BEAMS</b> , Hold, or Orlop— } <u>3 2 1/2 x 5</u>								
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron } <u>3 2 1/2 x 5</u>								
Single or double Angle Iron on Upper Edge ... ..								
Average space... ..								
<b>KEELSONS</b> Centre line, single or double plate, box, or Intercostal, Plates ... ..	<u>8 1/2</u>	<u>8 1/2</u>						
" Rider Plate ... ..	<u>6 1/2</u>	<u>6 1/2</u>						
" Bulb Plate to Intercostal Keelson ... ..	<u>3</u>	<u>3</u>						
" Angle Irons ... ..	<u>3</u>	<u>3</u>						
" Double Angle Iron Side Keelson ... ..	<u>3</u>	<u>3</u>						
" Side Intercostal Plate <u>Wash</u> ... ..	<u>3</u>	<u>3</u>						
" do. Angle Irons ... ..	<u>3</u>	<u>3</u>						
" Attached to outside plating with angle iron ... ..	<u>3</u>	<u>3</u>						
<b>BILGE</b> Angle Irons ... ..	<u>3</u>	<u>3</u>						
" do. Bulb Iron for 2/3 amidships <u>5 1/2</u> ... ..	<u>5 1/2</u>	<u>5 1/2</u>						
" do. Intercostal plates riveted to plating for length } <u>3</u>								
<b>BILGE STRINGER</b> Angle Irons ... ..	<u>3</u>	<u>3</u>						
Intercostal plates riveted to plating for length } <u>3</u>								
<b>SIDE STRINGER</b> Angle Irons ... ..	<u>3</u>	<u>3</u>						

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? Double No. of Breasthooks, Three Crutches, Two.

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 R & H. Clifton. Plates - Bousfield.

This above is a correct description. Yes

Builder's Signature, John Reid & Co Surveyor's Signature, J. A. Clark Lloyd's Register of British and Foreign Shipping.

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

\* If Iron Deck, state if whole or part, and if wood deck to laid thereon.

No. 1 for Iron Ships—1000—18 1/2 1/4—Transfer Ink.

APR 30 1886

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*

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? *No*

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.*

N <sup>o</sup> .	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.		N <sup>o</sup> .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested & Suprntd.
								Bower Anchors	Stream Anchor					
	Fore Sails,	Chain	105	7/8	20:12:0 13:15:0	165	Retherton	20086	5:3:22	8:5:0:0	5:3:0	Retherton		
	Fore Top Sails,	Iron Stream Chain	60	7/8	do	165	do	20087	5:3:14	8:2:3:7	5:3:0	D. G. Lewis		
	Fore Topmast Stay Sails,	or Steel Wire or Hempen Strm Cable	45	5/8	10 1/2 x 7	45	do	Total	11:3:8	Total	11:2:0			
	Main Sails,	Towline, Hemp.	75	6/2		75	6/2							
	Main Top Sails,	or Steel Wire	90	4		90	4							
	and other quality	Hawser	90	2 3/4										
		Warp	90	2 3/4										

Standing and Running Rigging *By Iron Masts* sufficient in size and *good* in quality. She has *one* Boat and *another*.  
 The Windlass is *good* Capstan *—* and Rudder *good* Pumps *good*  
 Engine Room Skylights.—How constructed? *Copper 18 x 6 1/2 + Copper 16* How secured in ordinary weather?  
 What arrangements for deadlights in bad weather? *using 2 1/2" skylight 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? *Three scuppers*  
 Cargo Hatchways.—How formed? *Copper* This above *2 1/2" thick*  
 State size Main Hatch *one each side aft of forward* Quarter hatch *6'8" x 5'6" each*  
 If of extraordinary size, state how framed and secured? *Ordinary size*  
 What arrangement for shifting beams? *No*  
 Hatches, If strong and efficient? *3rd deck*

Order for Special Survey No. *280* 1885: Augt 10. 14:  
 Date *8th Augt 1885*  
 Order for Ordinary Survey No. *281* Sept. 4. 16. 18. 21. 22:  
 Date *7/7* Oct. 6. 9. 12. 14. 16. 20. 22. 27. 28. 31:  
 No. *7/7* in builder's yard. 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 scumming-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 *80 A 1*  
 The amount of the Entry Fee .....£ 1 : 0 : 0 is received by me, *J.W.*  
 Special .....£ 9 : 5 : 0 11th Decr. 1885  
 (To be sent as per margin). Certificate ... *gratis*  
 (Travelling Expenses, if any, & Nil.)  
 Committee's Minute *FRIDAY 18 DEC 1885*  
 Character assigned *80 A 1*  
 Surveyor to Lloyd's Register of British and Foreign Shipping.  
*His submitted that this vessel appears eligible to be classed 80 A. 1 as recommended 1885 (See) Lloyd's Register*  
*Equipment found 17/12/85*

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