

# IRON SHIP.

No. 9057 Survey held at *Port Glasgow* Date, First Survey *22<sup>nd</sup> September* Last Survey *23<sup>rd</sup> January, 1886*  
 On the *S.S. "Ambient"* (24 vessels)

**TONNAGE** under Tonnage Deck *241.75*  
 Ditto of Third, Spar, or Awning Deck, *3.59*  
 Ditto of Poop, or Raised Or. Dk. *3.85*  
 Ditto of Houses on Deck *7.59*  
 Gross Tonnage *256.78*  
 Less Crew Space *25.84*  
 Net Tonnage *230.94*  
 Less Engine Room *123.06*  
 Register Tonnage as out on Beam *107.88*

**ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING-DECKED VESSEL.**  
 Half Breadth (moulded) *12.41*  
 Depth from upper part of Keel to top of Upper Deck Beams *11.25*  
 Girth of Half Midship Frame (as per Rule) *21.14*  
 1st Number *4480*  
 1st Number, if a 3-Decked Vessel .. deduct 7 feet  
 Length *128.5*  
 2nd Number *5756*  
 Proportions— Breadths to Length.. *5.17*  
 Depths to Length—Upper Deck to Keel.. *11.42*  
 Main Deck ditto .. .. .

Master *John Thom*  
 Built at *Port Glasgow*  
 When built *1885* Launched *5<sup>th</sup> Jany/86*  
 By whom built *Blackwood & Gordon*  
 Owners *John Mc Lachlan*  
 Residence *Sauce Bank House, Paisley*  
 Port belonging to *Glasgow*  
 Destined Voyage *Rangoon*  
 If Surveyed while Building, Afloat, or in Dry Dock.

**LENGTH** on deck as per Rule *128 6* **BREADTH** Moulded... *24 9 3/4* **DEPTH** top of Floors to Upper Deck Beams *10 2 1/2* **Power of Engines** *52* **Horse.** *52* **N<sup>o</sup>. of Decks with flat laid** *1* **N<sup>o</sup>. of Tiers of Beams** *1*

Dimensions of Ship per Register, length, *130.1* breadth, *25.1* depth, *10.*

	Inches in Ship.	Inches per Rule.
<b>KEEL</b> , depth and thickness .. .. .	<i>7 + 1 1/2</i>	<i>7 + 1 1/2</i>
<b>STEM</b> , moulding and thickness... .. .	<i>7 + 3</i>	<i>7 + 3</i>
<b>STERN-POST</b> for Rudder do. do. .. .. .	<i>21</i>	<i>21</i>
" " for Propeller .. .. .	<i>21</i>	<i>21</i>
Distance of Frames from moulding edge to moulding edge, all fore and aft .. .. .	<i>21</i>	<i>21</i>
<b>FRAMES</b> , Angle Iron, for 1/2 length amidships .. .. .	<i>3 2 1/2 5</i>	<i>3 2 1/2 5</i>
Do. for 1/2 at each end .. .. .	<i>3 2 1/2 5</i>	<i>3 2 1/2 5</i>
<b>REVERSED FRAMES</b> , Angle Iron .. .. .	<i>2 1/2 2 1/2 4</i>	<i>2 1/2 2 1/2 4</i>
<b>FLOORS</b> , depth and thickness of Floor Plate at mid line for half length amidships .. .. .	<i>12 1/2 7 + 6 12 1/2</i>	<i>7 + 6</i>
thickness at the ends of vessel .. .. .	<i>6 1/4</i>	<i>6 1/4</i>
depth at 3/4 the half-bdth. as per Rule .. .. .	<i>25</i>	<i>25</i>
height extended at the Bilges... .. .	<i>25</i>	<i>25</i>
<b>BEAMS</b> , Upper, Spar, or Awning Deck Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron Angle or double Angle Iron on Upper edge .. .. .	<i>5 3 6 5 3 6</i>	<i>5 3 6</i>
Average space... .. .	<i>21</i>	<i>21</i>
<b>BEAMS</b> , Main, or Middle Deck Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron Angle, or double Angle Iron, on Upper Edge .. .. .	<i>5 3 6 5 3 6</i>	<i>5 3 6</i>
Average space... .. .	<i>21</i>	<i>21</i>
<b>BEAMS</b> , Lower Deck— Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron Angle or double Angle Iron on Upper Edge .. .. .	<i>5 3 6 5 3 6</i>	<i>5 3 6</i>
Average space... .. .	<i>21</i>	<i>21</i>
<b>BEAMS</b> , Hold, or Orlop— Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron Angle or double Angle Iron on Upper Edge .. .. .	<i>5 3 6 5 3 6</i>	<i>5 3 6</i>
Average space... .. .	<i>21</i>	<i>21</i>
<b>KEELSONS</b> Centre line, single or double plate, box, or Intercoastal, Plates .. .. .	<i>6 6 6 6 6</i>	<i>6 6 6</i>
" Rider Plate .. .. .	<i>1 1/2 6 6 1 1/2 6</i>	<i>6 6</i>
" Bulb Plate to Intercoastal Keelson .. .. .	<i>3 3 6 3 3 6</i>	<i>3 3 6</i>
" Angle Irons .. .. .	<i>3 3 6 3 3 6</i>	<i>3 3 6</i>
" Double Angle Iron Side Keelson .. .. .	<i>3 3 6 3 3 6</i>	<i>3 3 6</i>
" Side Intercoastal Plate .. .. .	<i>3 3 6 3 3 6</i>	<i>3 3 6</i>
" do. Angle Irons .. .. .	<i>3 3 6 3 3 6</i>	<i>3 3 6</i>
" Attached to outside plating with angle iron .. .. .	<i>3 3 6 3 3 6</i>	<i>3 3 6</i>
<b>UPPER STRINGER</b> Angle Irons .. .. .	<i>3 3 6 3 3 6</i>	<i>3 3 6</i>
Intercoastal plates riveted to plating for length .. .. .	<i>3 3 6 3 3 6</i>	<i>3 3 6</i>
<b>LOWER STRINGER</b> Angle Irons .. .. .	<i>3 3 6 3 3 6</i>	<i>3 3 6</i>
Intercoastal plates riveted to plating for length .. .. .	<i>3 3 6 3 3 6</i>	<i>3 3 6</i>
<b>DECK STRINGER</b> Angle Irons .. .. .	<i>3 3 6 3 3 6</i>	<i>3 3 6</i>
Intercoastal plates riveted to plating for length .. .. .	<i>3 3 6 3 3 6</i>	<i>3 3 6</i>
<b>FRAMES</b> extend in one length from <i>middle line</i> to <i>gunwale</i>		
<b>REVERSED ANGLE IRONS</b> on floors and frames extend from <i>middle line</i> to <i>upper part of bilge</i> and to <i>alternately</i>		
<b>KEELSONS</b> . Are the various lengths of Plates and Angle Irons properly connected? <i>yes</i> And butts properly shifted? <i>yes</i>		
<b>PLATING</b> . Garboard, double riveted to Keel, with rivets <i>3/4</i> in. diameter, averaging <i>3</i> ins. from centre to centre.		
Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets <i>3/4</i> in. diameter, averaging <i>3</i> ins. from centre to centre.		
Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets <i>3/4</i> in. diameter averaging <i>3</i> ins. from centre to centre.		
Butts of <i>1</i> Strakes at Bilge for <i>half</i> length, treble riveted with Butt Straps <i>7/16</i> thicker than the plates they connect.		
Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets <i>3/4</i> in. diameter, averaging <i>3</i> ins. from cr. to cr.		
Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets <i>3/4</i> in. diameter, averaging <i>3</i> 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 <i>1/2</i> length amidships. Butts of Upper or Spar Sheerstrake, treble riveted <i>1/2</i> length amidships.		
Butts of Main Stringer Plate, treble riveted for <i>1/2</i> length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for <i>1/2</i> length.		
Breadth of laps of plating in double riveting <i>4 1/2 + 2 1/2</i> Breadth of laps of plating in single riveting <i>4 1/2</i>		
Butts of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? <i>yes</i> No. of Breasthooks, <i>4</i> Crutches, <i>3</i>		
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? <i>Anglo-Saxon Phoenix Iron Works</i>		
Manufacturer's name or trade mark, <i>Plates Scotland</i>		
The above is a correct description.		
Builder's Signature, <i>John Blackwood &amp; Gordon</i> Surveyor's Signature, <i>James Stewart</i>		
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*  
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? *A few only*

Masts, Bowsprit, Yards, &c., are *all* 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 *the masts of wood*

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	N <sup>o</sup> .	Weight.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested & Suprntd.
SAILS.												
N <sup>o</sup> .	CABLES, &c.											
Fore Sails,	Chain	165	7/8	205 1/2 + 13 3/4	165... 7/8	South Dock, J. Hartnefs	Bower Anchors	14917	5:3:14	8:2:3:7		So. Dock, J. Hartnefs
Fore Top Sails,	Iron Stream Chain	45	5/8	9 1/4 + 45 1/8	45... 5/8			14918	5:3:0	8:0:2:14		
Fore Topmast Stay Sails,	or Steel Wire								11:2:14		11 1/2 cwt.	
	or Hempen Strm Cable											
Main Sails,	Towline, Hemp.	75	7	75... 6 1/2			Stream Anchor	14919	1:2:0	3:18:3:0	1 1/2	do
Main Top Sails,	or Steel Wire						Kedge		0:3:25		3/4	
and	Hawser	90	4	90... 4			2nd Kedge					
	Warp	90	3 1/2									
	quality											

Standing and Running Rigging *Wm. & Hamilton* sufficient in size and *good* in quality. She has *Long* Boats and *one* Pump *good & sufficient for app. work*

The Windlass is *good* Capstan *new* and Rudder *good* How secured in ordinary weather? *—*

Engine Room Skylights.—How constructed? *Iron*

What arrangements for deadlights in bad weather? *Both eyes fitted in iron lids* Height above deck? *4"*

Coal Bunker Openings.—How constructed? *Castings* How are lids secured? *Slots*

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

Cargo Hatchways.—How formed? *Iron in usual manner*

State size Main Hatch *23'9" x 11'* Forehatch *7' x 8'* Quarterhatch *—*

If of extraordinary size, state how framed and secured? *2 with plate beams and fore and afters*

What arrangement for shifting beams? *Fitted between double beams*

Hatches, If strong and efficient? *John 2 1/2"*

Order for Special Survey No. <i>284</i>	1st. On the several parts of the frame, when in place, and before the plating was wrought	1885: Sept. 22 29:
Date <i>11th Sept. 1885</i>	2nd. On the plating during the process of riveting	Oct. 19. 23. 28. 30:
Order for Ordinary Survey No. <i>—</i>	3rd. When the beams were in and fastened, and before the decks were laid....	Nov. 2. 5. 9. 13. 16. 25. 30:
Date <i>—</i>	4th. When the ship was complete, and before the plating was finally coated or cemented..	Dec. 1. 5. 10. 12. 15. 16. 18. 24. 26:
No. <i>206</i> in builder's yard.	5th. After the ship was launched and equipped	1886 Jan. 15. 22 (24 visits)
State dates of letters respecting this case <i>21st September 1885</i>		

General Remarks (State quality of workmanship, &c.) *The quality of workmanship is good. The vessel has been built in accordance with the approved drawings attached and in conformity with the Rules the details of which have been fully complied with.*

State if one, two, or three decked vessel, or if spar, or awning decked, and the lengths of poop, bridge, fore-castle, or raised quarter deck. (If double bottom, state particulars on separate sheet.)  
How are the surfaces preserved from oxidation? Inside *Cement & Paint* Outside *Paint & Impregnation*  
I am of opinion this Vessel should be Classed *100 A. 1.*  
The amount of the Entry Fee .....£ 2 : 0 : 0 is received by me, } *J. W.*  
Special .....£ 11 : 11 : 0 29th Jan. 1886 }  
(to be sent as per margin). Certificate ... *gratis:*  
(Travelling Expenses, if any, £0 : 2 : 0.)  
Committee's Minute  
Character assigned  
*FRIDAY 5 FEB 1886*  
*100 A. 1.*  
*100 A. 1. as recommended*  
*Lloyd's Register Foundation*