

# IRON SHIP.

(Received at London Office)

THURS 4 MARCH 1886

No. 9076 Survey held at *Port Glasgow* Date, First Survey 3<sup>rd</sup> July 1885 Last Survey *July 28* 1886  
On the *Iron H.M. "Don"* (32 visits)

<b>TONNAGE</b> under Tonnage Deck <i>1069.84</i>	<b>ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING-DECKED VESSEL.</b>	Master <i>Drummond</i>
Ditto of Third, Spar, or Awning Deck <i>48.10</i>	Half Breadth (moulded) <i>17.42</i>	Built at <i>Port Glasgow</i>
Ditto of Poop, or Raised Quarter Deck <i>15.26</i>	Depth from upper part of Keel to top of Upper Deck Beams <i>23.42</i>	When built <i>1885</i> Launched <i>5.5.85</i>
Ditto of Houses on Deck <i>35.24</i>	Girth of Half Midship Frame (as per Rule) <i>36.1</i>	By whom built <i>Russell &amp; Co</i>
Ditto of Forecastle <i>1168.44</i>	1st Number <i>76.94</i>	Owners <i>J. M. Ferguson</i>
Gross Tonnage <i>53.24</i>	1st Number, if a 3-Decked Vessel .. deduct 7 feet	Residence <i>Port Glasgow</i>
Less Crew Space	Length <i>207</i>	Port belonging to <i>Port Glasgow</i>
Less Engine Room	2nd Number <i>15926</i>	Destined Voyage <i>West Indies</i>
Register Tonnage as cut on Beam <i>1115.20</i>	Proportions— Breadths to Length .. <i>5.9</i>	Surveyed while Building, Afloat, or in Dry Dock.
	Depths to Length—Upper Deck to Keel .. <i>8.8</i>	
	Main Deck ditto .. .. .	

LENGTH on deck as per Rule	BREADTH Moulded	DEPTH top of Floors to Upper Deck Beams Do. do. Main Deck Beams	Power of Engines	Horse	Nº. of Decks with flat laid	Nº. of Tiers of Beams
<i>207</i>	<i>34.10</i>	<i>21.57</i>			<i>1</i>	<i>2</i>
Dimensions of Ship per Register, length, <i>215.2</i> breadth, <i>35.15</i> depth, <i>21.25</i>						
<b>KEEL</b> , depth and thickness	Inches in Ship. <i>8 1/2 + 2 1/2</i>		Inches per Rule. <i>8 1/2 + 2 1/2</i>		Flat Keel Plates, breadth and thickness	
<b>STEM</b> , moulding and thickness	<i>8 + 2 1/2</i>		<i>8 + 2 1/2</i>		PLATES in Garboard Strakes, br'dth & thickness	
<b>STERN-POST</b> for Rudder do. do.	<i>8 + 2 1/2</i>		<i>8 + 2 1/2</i>		From Garboard to upper part of Bilges	
" " for Propeller	<i>23</i>		<i>23</i>		Of d'bling at Bilge, or increased thickness, and length applied	
Distance of Frames from moulding edge to moulding edge, all fore and aft	<i>23</i>		<i>23</i>		From up. prt of Bilge to lr. edge of Sh'rstrake	
<b>FRAMES</b> , Angle Iron, for 1/2 length amidships	<i>5 3/8</i>		<i>5 3/8</i>		Main Sheerstrake, breadth and thickness	
Do. for 1/4 at each end	<i>5 3/8</i>		<i>5 3/8</i>		Of d'bling at Sh'stk. & lng. applied	
<b>REVERSED FRAMES</b> , Angle Iron	<i>3 3/8</i>		<i>3 3/8</i>		From M'n. to Upr. or Spar Dk. Sh'rstrake	
<b>FLOORS</b> , depth and thickness of Floor Plate at mid line for half length amidships	<i>24</i>		<i>24</i>		Up. or Spar Dk Sh'rstrake, br'dth & thic'k'ns	
" thickness at the ends of vessel	<i>12</i>		<i>12</i>		Butt Straps to outside plating, breadth & thickness	
" depth at 1/4 the half-bdth. as per Rule	<i>12</i>		<i>12</i>		Lengths of Plating	
" height extended at the Bilges	<i>48</i>		<i>48</i>		Shifts of Plating, and Stringers	
<b>BEAMS</b> , Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<i>8 1/2</i>		<i>8 1/2</i>		Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness	
Single or double Angle Iron on Upper edge	<i>3 3/8</i>		<i>3 3/8</i>		Angle Iron on ditto	
Average space	<i>46</i>		<i>46</i>		Tie Plates fore and aft, outside Hatchways	
<b>BEAMS</b> , Main, or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<i>8 1/2</i>		<i>8 1/2</i>		Diagonal Tie Plates on Beams No. of Pairs	
Single, or double Angle Iron, on Upper Edge	<i>3 3/8</i>		<i>3 3/8</i>		Flat of Up., Spar, or Awning Dk.	
Average space	<i>46</i>		<i>46</i>		How fastened to Beams	
<b>BEAMS</b> , Lower Deck—Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<i>8 1/2</i>		<i>8 1/2</i>		Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness	
Single or double Angle Iron on Upper Edge	<i>3 3/8</i>		<i>3 3/8</i>		Is the Stringer Plate attached to the outside plating?	
Average space	<i>46</i>		<i>46</i>		Angle Irons on ditto, No.	
<b>BEAMS</b> , Hold, or Orlop—Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<i>8 1/2</i>		<i>8 1/2</i>		Tie Plates, outside Hatchways	
Single or double Angle Iron on Upper Edge	<i>3 3/8</i>		<i>3 3/8</i>		Diagonal Tie Plates on Beams, No. of pairs	
Average space	<i>46</i>		<i>46</i>		Flat of Middle Deck* do. do.	
<b>KEELSONS</b> Centre line, single or double plate, box, or Intercostal, Plates	<i>16</i>		<i>16</i>		How fastened to Beams	
" Rider Plate	<i>10 7/8</i>		<i>10 7/8</i>		Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	
" Bulb Plate to Intercostal Keelson	<i>5 3 1/2</i>		<i>5 3 1/2</i>		Is the Stringer Plate attached to the outside plating?	
" Angle Irons	<i>5 3 1/2</i>		<i>5 3 1/2</i>		Angle Irons on ditto, No.	
" Double Angle Iron Side Keelson	<i>5 3 1/2</i>		<i>5 3 1/2</i>		Tie Plates, outside Hatchways	
" Side Intercostal Plate	<i>3 1/2</i>		<i>3 1/2</i>		Diagonal Tie Plates on Beams, No. of pairs	
" Attached to outside plating with angle iron	<i>5 3 1/2</i>		<i>5 3 1/2</i>		Flat of Middle Deck* do. do.	
<b>BILGE</b> Angle Irons	<i>5 3 1/2</i>		<i>5 3 1/2</i>		How fastened to Beams	
" do. Bulb Iron	<i>5 3 1/2</i>		<i>5 3 1/2</i>		Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	
" do. Intercostal plates riveted to plating for length	<i>5 3 1/2</i>		<i>5 3 1/2</i>		Is the Stringer Plate attached to the outside plating?	
<b>BILGE STRINGER</b> Angle Irons	<i>5 3 1/2</i>		<i>5 3 1/2</i>		Angle Irons on ditto, No.	
Intercostal plates riveted to plating for length	<i>5 3 1/2</i>		<i>5 3 1/2</i>		Stringer or Tie Plates, outside Hatchways	
<b>SIDE STRINGER</b> Angle Irons	<i>5 3 1/2</i>		<i>5 3 1/2</i>		Flat of Lower Deck*	

The **FRAMES** extend in one length from *Keel* to *summit* Riveted through plates with *3/4* in. Rivets, about *6* apart.

The **REVERSED ANGLE IRONS** on floors and frames extend *from middle line to summit* 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 *1 1/8* in. diameter, averaging *5 1/8* ins. from centre to centre.

" **Edges of Garboards** and to upper part of Bilge, worked clencher, double riveted; with rivets *7/16* in. diameter, averaging *3 1/4* ins. from centre to centre.

" **Butts from Keel to turn of Bilge**, worked carvel, double riveted; with rivets *3/4* in. diameter averaging *3 1/8* ins. from centre to centre.

" **Butts of 3** Strakes at Bilge for *1/2* 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 *3/4* in. diameter, averaging *3 1/8* ins. from cr. to cr.

" **Butts from Bilge to Main Sheerstrake**, worked carvel, double riveted; with rivets *3/4* in. diameter, averaging *3 1/8* 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 *length* amidships.

" **Butts of Main Stringer Plate**, treble riveted for *1/2* length amidships. **Butts of Upper or Spar Stringer Plate**, treble riveted *length*.

" Breadth of laps of plating in double riveting *5 1/4* *4 1/2* Breadth of laps of plating in single riveting *length*

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? *length* No. of Breasthooks, *5* Crutches, *4*

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *Frames to Aberdeen M.S.L. Beams do. do. Rudderwork. Plates West Scotland*

Manufacturer's name or trade mark, *West Scotland*

The above is a correct description.

Builder's Signature, *Russell & Co* Surveyor's Signature, *Hoyd's Register*

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 in 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 *Fore Mast 79'3" x 28" Main Mast 80'9" x 28" 3/4 plates, in Iron*  
*Mizzen 80'10" x 22 1/2" 2 plates in Iron 7' & 1/2" Mast 77'6" x 23" Mizzen Mast 67'6" x 23"*  
*Bowsprit 34'6" x 23" 2 plates, in Iron 6'6" x 4 1/2" 2 angles 3'4" x 2 1/2" x 7/16 each*  
*for whole length Mast plates four sets Yards 1/2" diameter 1/2" thick*

NUMBER for EQUIPMENT		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.
SAILS.												
N <sup>o</sup> .	CABLES, &c.						Bower Anchors	9594	31:0:0	29:7:2:0		
	Chain	135 1/2	1 3/4	55-125	270 of 1 1/2	lfs.	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	9672	29:0:0	27:17:2:0		
	Fore Sails,							9690	26:3:7	26:5:2:14		
	Fore Top Sails,											
	Fore Topmast Stay Sails,											
	Main Sails,						Stream Anchor	9591	9:1:21	11:11:1:0	9 1/2	
	Main Top Sails,						Kedge	9588	4:2:7	7:5:0:0	4 3/4	
	and						2nd Kedge	9671	2:2:7	5:2:2:0	2 1/2	
	quality											

Standing and Running Rigging *Strait & Manila* sufficient in size and *good* in quality. She has *3* Long Boats and *2* fitted on *light* *1855*.  
 The Windlass is *good* Capstan *good* and Rudder *good* Pumps *good & sufficient*

Engine Room Skylights.—How constructed? *Yes* How secured in ordinary weather? *Yes*  
 What arrangements for deadlights in bad weather? *Yes*  
 Coal Bunker Openings.—How constructed? *Yes* How are lids secured? *Yes* Height above deck? *Yes*  
 Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Ports and Scuppers sufficient in size and number*  
 Cargo Hatchways.—How formed? *Plates & Angle Iron*  
 State size Main Hatch *15' 4" x 12'* Forehatch *7'6" x 6'* Quarterhatch *7'6" x 6'*  
 If of extraordinary size, state how framed and secured? *Plate Beam at Main Hatchways & fore & afters*  
 What arrangement for shifting beams? *Fitted between double angles & bolts and nuts*  
 Hatches, if strong and efficient? *Yes*

Order for Special Survey No. *273* Date *28th May 1885*  
 Order for Ordinary Survey No. *145* Date *6th July 1885*  
 No. *145* in builder's yard.  
 State dates of letters respecting this case *6th July 1885*

General Remarks (State quality of workmanship, &c.) *The workmanship is good and efficient. This is a better vessel than the "Sea" Greenock export number 9075 built in accordance with the approved drawings relating to the above named vessel, and the requirements and details of the Rules have been complied with.*

State if one, two, or three decked vessel, or if span, or awning decked; and the lengths of poop, bridge, forecabin, or raised quarter-deck. (If double bottom, state particulars on separate form.)  
 How are the surfaces preserved from oxidation? Inside *Cement & Paint* Outside *Paint & Red lead*  
 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, } *Yes*  
 Special .....£ 52 : 17 : 6 30th Decr 1885 } *Yes*  
 (to be sent as per margin). Certificate ... *gratis*  
 (Travelling Expenses, if any, £ ... )  
 Committee's Minute *FRIDAY 5 MARCH 1886*  
 Character assigned *100 A 1*  
 Surveyor to Lloyd's Register of British and Foreign Shipping.  
 It is submitted that the vessel appears eligible to be classed 100 A 1 as recommended.  
 100 x 2 1/2" Beams  
 Lloyd's Register Foundation

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