

IRON SHIPS.

No. 2009 Survey held at Aberdeen Date, First Survey July 31 1872 Last Survey April 12 1873
On the Douglas Iron Screw Steamer Master not appointed

11916

Rec 14/4/73

Tonnage under Tonnage Deck 1197.83 ONE, OR TWO DECKED, SPAR, OR AWNING-DECKED VESSELS. THREE DECKED VESSELS.
 Ditto of Third Spar, or Awning Deck. }
 Ditto of Poop, or Raised Cr. Dk. }
 Ditto of Houses on Deck. } 145.59 Half moulded breadth ...
 Ditto of Forecasts } Depth from upper part of Keel to top of Upper Deck Beams ...
 Gross Tonnage 1343.42 1st Number ... Length ...
 Crew Space, as per Rule } 69.83 2nd Number ...
 Register Tonnage, out on Beam. }
 Engine Room 439.49 2nd Number ...
 Register Tonnage, as a Steamer, out on Beam } 564.71 Depths to Length. 10.3 4th Number ...
 Built at Aberdeen Half Moulded Breadth ... 14.0
 When built 1873 Launched Feb 20 1873 Total Depth if three or more Decks ... 23.12
 By whom built John Hall Russell & Co Total Girth of Half Mid-ship Frame ... 34.41
 Owners Messrs Morrison & Co 3rd Number ... 67.53
 Port belonging to Aberdeen Length ... 238.67
 Destined Voyage China 4th Number ... 70734.3857
 # Surveyed while Building, Afloat, or in Dry Dock. Breadths to Length ... 4.05
Under special survey

Length on deck as per Rule, 258 Feet. 6 Inches. Moulded Breadth, 34 Feet. 4 Inches. Depths from top of Floors to Upper and Main Deck Beams, as per Rule, 27 Feet. 4 Inches. 14 Inches. Power of Engines, 200 Horse. N° of Decks with flat laid, 2. N° of Tiers of Beams, 2.

Dimensions of Ship per Register, length, 240 breadth, 34.7 depth, 21.02

	Inches in Ship.		Inches required per Rule.		Inches in Ship.		Inches required per Rule.	
	In Ship.	16ths In Ship.	Inches.	16ths required per Rule.	Inches.	16ths In Ship.	16ths required per Rule.	
Keel, if bar iron, depth and thickness	8 1/2 x 2 1/4		8 1/2 x 2 1/2					
Do. if centre through plate, depth and thickness	8 x 2 1/2		8 x 2 1/2					
Stern-post for Rudder do. do.	8 1/2 x 5 1/4		8 1/2 x 5					
Stern-post for Propeller do. do.	8 1/2 x 5 1/4		8 1/2 x 5					
Distance of Frames from moulding edge to moulding edge, all fore and aft	23		23					
Frames, size of Angle Iron, for 1/2 length amidships	4	3	4	3				
Do. for 1/4 at each end	4	3	4	3				
Reversed Frames, size of Angle Iron	3	3	3	3				
Floors, depth and thickness of Floor Plate at mid line for half the length amidships	19	9/10	19	9/10				
Do. at the ends	3.4		3.4					
Do. do. do. at Bilge Keelson	10 1/4	9/10	10 1/4	9/10				
Do. height extended at the Bilges	3.2		3.2					
Beams, Upper, Spar, or Awning Deck (No.) single or double Angle Iron, Plate or Tee Bulb Iron	6 1/2	9/10	6 1/2	9/10				
Single or double Angle Iron on Upper edge	2 1/2	2 1/2	2 1/2	2 1/2				
Average space	3.10		3.10					
Beams, Main or Middle Deck (No.) single or double Angle Iron, Plate or Tee Bulb Iron	8	8/10	8	8/10				
Single or double Angle Iron, on Upper Edge	3	3	3	3				
Average space	3.10		3.10					
Beams, Lower Deck, Hold or Orlop (No.) single or double Angle Iron, Plate or Tee Bulb Iron								
Single or double Angle Iron on Upper Edge								
Average space								
Keelson Centre line, single or double plate, box, or Intercostal, size of Plates	15 1/2	12/10	15	12/10				
Do. Bulb Plate to Intercostal Keelson								
Do. Size of Angle Irons	5	3 1/2	5	3 1/2				
Do. Side Intercostal Keelson, size of Plates								
Do. Angle Irons on tops of Floors	5	3 1/2	5	3 1/2				
Do. Bilge Keelson, Bulb Iron	8	8/10	8	8/10				
Do. do. Intercostal plates riveted to plating for 1/2 length	7 1/4	8/10	7 1/4	8/10				
Do. do. Angle Irons	5	3 1/2	5	3 1/2				
Side Stringers (No.) size of Angle Irons	5	3 1/2	5	3 1/2				
Do. Intercostal plates riveted to plating for 1/2 length	9	9/10	9	9/10				

Transoms, material Samplator, if none, in what manner compensated for.

Knight-heads Plates Hawse Timbers and frames

Windlass Seaforth's Patent Pall Bitt

The Frames extend in one length from Keel to Gunnwale Riveted through plates with 3/4 (in.) Rivets, about 7 apart.

The Reverse Angle Irons on the floors and frames extend across the middle line from Main Deck Stringer to Gunwale and to Gunnwale alternately

Keelsons. Are the various lengths of Plates and Angle Irons properly connected? Yes And are their butts properly shifted? Yes

Plates, Garboard, double or single Riveted to Keel, double or single at upper edge, with Rivets (1/4 in.) diameter, averaging (5.3 ins.) from centre to centre.

Do. Edges from Garboards to upper part of Bilge, worked Clencher, double or single Riveted; with Rivets (3/4 in.) diameter, averaging (3 ins.) from centre to centre.

Do. Butts from Keel to turn of Bilge, worked carvel with butt straps to strakes (3/8, 9/16) thick, double or single Riveted; with Rivets (3/4 in.) diameter averaging (3 ins.) from centre to centre. Do the Butt Straps lay over and Rivet through the lands of the strakes above or below? In

Do. of three Strakes at Bilge for half length, treble riveted with Butt Straps 1/10 thicker than their plates.

Do. Edges from bilge to Main Sheerstrake, worked carvel with a lining piece () thick, or clencher, double or single riveted; with rivets (3/4 in.) diameter, averaging (3 ins.) from centre to centre.

Do. Edges of Sheerstrake, Main, double or single Riveted. Upper, double or single Riveted. At upper edge single At lower edge Double

Do. Butts from Bilge to Main Sheerstrake, worked Carvel with Butt Straps (9/10) thick, double or single Riveted; with Rivets (3/4 in) diameter, averaging (3 ins) from centre to centre.

Do. Butts of Main Sheerstrake, double or treble Riveted. Butts of Upper or Spar Sheerstrake, and Upper Deck Stringer Plate, double or treble Riveted for all length amidships. Breadth of laps of plating in double Riveting (4 1/2 to 5) Breadth of laps of plating in single Riveting (5 1/2)

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Double & treble riveted

Planksheer, how secured to the plating of the sides. Waterway, how secured to the planksheer and to the Beams. (Explain by Sketch, if necessary.)

Beams of the various Decks, how secured to the sides? Welded No. of Breasthooks, four Crutches, four

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

Manufacturer's name or trade mark, Palmer, Jarrold & Richardson West Scotland

We certify that the above is a correct description of the several particulars therein given.

Builder's Signature, John Russell & Co Surveyor's Signature, J. R. Little

Workmanship. Are the butts of plating planed or otherwise fitted? All planed 11216 Iron
 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
 Do the fillings between the ribs and plates fill in solid with single pieces? or are they in short lengths of various thicknesses? Yes
 Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? Yes and are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? Yes
 Are there any rivets which either break into or have been put through the seams or butts of the plating? A few in corners of Butts

Her Masts, Bowsprit, Yards, &c., are in Good condition, and sufficient in size and length. If they are of Iron or Steel give the 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 Length of Fore Mast 69.5 feet, of Main Mast 70.5 feet

Tested by Robert Dunell at Low Walker November 21 1842 Tested by Robert Dunell at Low Walker November 21 1842

No.	Number for equipment	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	No.	Weight.	Test as per	W'ght req'd	Test req'd
									Ex. Stock.	Certificate.	per Rule.	per Rule.
	SAILS.											
	CABLES, &c.											
	Chain	300	2 9/16	44	1 9/16	4 3/20			24.0.5	23.19.2.21	23.2.0	23 1/20
	Fore Sails,								5.0.14			
	Fore Top Sails,								23.3.14	23.15.2.14	23.2.0	23 1/20
	Fore Topmast Stay Sails	90	12/16						5.7.11			
	Main Sails,	90	10		10				20.2.8	21.75.3.21	19.3.25	20 1/20
	Main Top Sails,	90	8		9 1/2				3.5.8			
	Warp	90	6		5				10.3.4		10.0.0	
	All of quality.	90	4						5.0.10		5.0.0	
		90	4						2.2.14		2.2.0	

Her Standing and Running Rigging Good sufficient in size and good in quality. She has 24 Long Boats and four other boats
 The present state of the Windlass is Good Capstan Good and Rudder Good Pumps 2 5/8 Efficient
Engine Room Skylights.—How constructed? They were frame built How secured in ordinary weather? They were secured with wire
 What arrangements are there for deadlights in such for bad weather? Covered with tarpaulins
Coal Bunker Openings.—How constructed? Similar to deck How are lids secured? With lugs How high above deck? 12 inches
Scuppers, &c.—What arrangements are there beyond the scuppers on deck, for clearing upper deck of water, in case of a sea coming on board? Three discharge ports and five scuppers on each side
Cargo Hatchways.—How formed? Iron beams riveted to beams State size Fore Hatch 11.8 1/2 x 9 0
 If of extraordinary size, state how framed and secured? Medium size
 What arrangement for shifting beams? None
Hatches, themselves, whether strong and efficient? Yes **Main Hatchways.**—State size 11.8 1/2 x 9 0

Order for Special Survey No. 344 DATES of 1st. On the several parts of the frame, when in place, and before the plating was wrought Trust under
 Date June 22 1842 Surveys held 2nd. On the plating during the progress of riveting Special survey from
 Order for Ordinary Survey No. 285 while building 3rd. When the beams were in and fastened, and before the decks were laid the 21 July 1842 until
 Date as per 4th. When the ship was complete, and before the plating was finally coated or cemented the 12 April
 No. 285 in builder's yard. Section 18. 5th. After the ship was launched and equipped 1843.

General Remarks, The Butt straps to Upper Deck sheestake, Gunwale plate and of three stakes of plating round the Bulges are 1/16 thicker than the plates they connect and are treble welded.
 The Belson Bulkhead is extended up to height of upper Deck as suggested by the Committee, and is built in accordance with accompanying tracings submitted and sanctioned as per secretary's letter dated 3rd June 1842.
 In the construction of the house on deck a slight deviation has been made from the rough outline of the house when submitted to the Committee, to which I have directed the attention of the Builder. I now enclose sketch showing how the house is built, and by respectfully to state as my opinion that the stability of the structure is somewhat improved.

State if one, two or three decked vessel, or if spar or awning decked, and lengths of poop, forecabin or raised quarter deck, or of double or part double bottom.
 In what manner are the surfaces preserved from oxidation? Inside Red Lead Outside Red Lead Paint

I am of opinion this Vessel should be Classed SOA 1
 The amount of the Entry Fee£ 5 : 0 : 0 is received by me,
 Special£ 5 : 11 : 6
 Certificate Grates
 (Travelling Expenses) (if any) £ None
 Committee's Minute 15th April 18 73.
 Character assigned SOA 1
Two decked Three Decked AICP
22/4/73 J.W. U.C. J.W. 3 Deck
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