

IRON SHIP.

No. 3733 Survey held at Glasgow Date, First Survey July 29th 1873 Last Survey Nov 15th 1873

On the S.S. Bordelaise Yard Number 61 Master D. O'Keefe

TONNAGE under Deck 575.88 ONE, OR TWO DECKED, THREE DECKED VESSEL.
~~CRAB, OR AWNING DECKED VESSEL.~~
 HALF BREADTH (moulded) 14 Feet.
 DEPTH from upper part of Keel to top of Upper Deck Beams 16.6
 GIRTH of Half Midship Frame (as per Rule) 26.9
 1st NUMBER 57.5
~~1st NUMBER, if a THREE DECKED VESSEL~~
~~deduct 7 feet~~
 LENGTH 199
 2nd NUMBER 11442
 PROPORTIONS—Breadths to Length 7.1
 Depths to Length—Upper Deck to Keel 12.904
 Main Deck ditto 12.904

Built at Glasgow
 When built 1873 Launched 14 July 1873
 By whom built J. J. Laurie
 Owners Birmingham S.S. Co. Limited
 Port belonging to Liverpool
 Destined Voyage Cyde to unknown
 If Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck 199 Feet. Inches. BREADTH Moulded 28 Feet. Inches. DEPTH top of Floors to Upper Deck Beams 15 Feet. Inches. Power of Engines 10 Horse. No. of Decks with flat laid 1 No. of Tiers of Beams 1

Dimensions of Ship per Register, length, 200.1 breadth, 28.2 depth, 15

	Inches in Ship.	Inches per Rule.
KEEL, depth and thickness	$7\frac{1}{2} \times 2\frac{1}{2}$	$7\frac{1}{2} \times 2\frac{1}{2}$
STEM, moulding and thickness	$7\frac{1}{2} \times 2\frac{1}{2}$	$7 \times 2\frac{1}{2}$
STERN-POST for Rudder do. do.	$7 \times 4\frac{1}{2}$	$7 \times 4\frac{1}{2}$
for Propeller	22	22
Distance of Frames from moulding edge to moulding edge, all fore and aft	22	22
FRAMES, Angle Iron, for $\frac{3}{4}$ length amidships	$3\frac{1}{2} \times 3$	$3\frac{1}{2} \times 3$
Do. for $\frac{1}{2}$ at each end	$3\frac{1}{2} \times 3$	$3\frac{1}{2} \times 3$
REVERSED FRAMES, Angle Iron	$3\frac{1}{2} \times 3$	$3\frac{1}{2} \times 3$
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	$16\frac{1}{2} \times 7$	$16\frac{1}{2} \times 7$
thickness at the ends of vessel	$8\frac{1}{2}$	$8\frac{1}{2}$
depth at $\frac{3}{4}$ the half-bdth. as per Rule	$8\frac{1}{2}$	$8\frac{1}{2}$
height extended at the Bilges	$8\frac{1}{2}$	$8\frac{1}{2}$
BEAMS, Upper, Spar, or Awning Deck	$6\frac{1}{2} \times 6$	$6\frac{1}{2} \times 6$
Single or double Angle Iron, Plate or Tee Bulb Iron	$2\frac{1}{2} \times 2\frac{1}{2}$	$2\frac{1}{2} \times 2\frac{1}{2}$
Single or double Angle Iron on Upper edge	$2\frac{1}{2} \times 2\frac{1}{2}$	$2\frac{1}{2} \times 2\frac{1}{2}$
Average space	44	44
BEAMS, Main or Middle Deck	$6\frac{1}{2} \times 6$	$6\frac{1}{2} \times 6$
Single or double Angle Iron, Plate or Tee Bulb Iron	$2\frac{1}{2} \times 2\frac{1}{2}$	$2\frac{1}{2} \times 2\frac{1}{2}$
Single or double Angle Iron on Upper edge	$2\frac{1}{2} \times 2\frac{1}{2}$	$2\frac{1}{2} \times 2\frac{1}{2}$
Average space	44	44
BEAMS, Lower Deck, Hold or Orlop	$6\frac{1}{2} \times 6$	$6\frac{1}{2} \times 6$
Single or double Angle Iron, Plate or Tee Bulb Iron	$2\frac{1}{2} \times 2\frac{1}{2}$	$2\frac{1}{2} \times 2\frac{1}{2}$
Single or double Angle Iron on Upper edge	$2\frac{1}{2} \times 2\frac{1}{2}$	$2\frac{1}{2} \times 2\frac{1}{2}$
Average space	44	44
KEELSONS Centre line, single or double plate, box, or Intercoastal Plates	$12\frac{1}{4} \times 10$	$12\frac{1}{4} \times 10$
" Rider Plate	8×8	8×8
" Bulb Plate to Intercoastal Keelson	$4\frac{1}{2} \times 3$	$4\frac{1}{2} \times 3$
" Angle Irons	$4\frac{1}{2} \times 3$	$4\frac{1}{2} \times 3$
" Double Angle Iron Side Keelson	$4\frac{1}{2} \times 3$	$4\frac{1}{2} \times 3$
" Side Intercoastal Plate	$4\frac{1}{2} \times 3$	$4\frac{1}{2} \times 3$
" do. Angle Irons	$4\frac{1}{2} \times 3$	$4\frac{1}{2} \times 3$
" Attached to outside plating with angle iron	$4\frac{1}{2} \times 3$	$4\frac{1}{2} \times 3$
BILGE Angle Irons	$4\frac{1}{2} \times 3$	$4\frac{1}{2} \times 3$
" do. Bulb Iron	$6\frac{1}{2} \times 6$	$6\frac{1}{2} \times 6$
" do. Intercoastal plates riveted to plating for length	$4\frac{1}{2} \times 3$	$4\frac{1}{2} \times 3$
BILGE STRINGER Angle Irons	$4\frac{1}{2} \times 3$	$4\frac{1}{2} \times 3$
Intercoastal plates riveted to plating for length	$4\frac{1}{2} \times 3$	$4\frac{1}{2} \times 3$
SIDE STRINGER Angle Irons	$4\frac{1}{2} \times 3$	$4\frac{1}{2} \times 3$

Ransoms, material. Knight-heads. Hawse Timbers. None
 Windlass Iron Patent Pall Bitt None

The FRAMES extend in one length from Middle Line to Deck Stringer Riveted through plates with $\frac{3}{4}$ in. Rivets, about 6

The REVERSED ANGLE IRONS on floors and frames extend from middle line to upper part of Bilge and to Deck 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 in. diameter, averaging 5 ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets $\frac{3}{4}$ in. diameter, averaging $\frac{3}{2}$ ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets $\frac{3}{4}$ in. diameter averaging $\frac{3}{2}$ ins. from centre to centre.

Butts of 2 Strakes at Bilge for $\frac{1}{2}$ length, treble riveted with Butt Straps $\frac{1}{16}$ thicker than the plates they connect.

Edges from bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets $\frac{3}{4}$ in. diameter, averaging $\frac{3}{2}$ ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets $\frac{3}{4}$ in. diameter, averaging $\frac{3}{2}$ 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 $\frac{1}{2}$ length amidships. Butts of Upper or Spar Sheerstrake, treble riveted for length amidships.

Butts of Main Stringer Plate, treble riveted for $\frac{1}{2}$ length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length.

Breadth of laps of plating in double riveting 6 Breadth of laps of plating in single riveting $\frac{3}{2}$

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Yes

Waterway, how secured to Beams Gutter (Explain by Sketch, if necessary.)

Beams of the various Decks, how secured to the sides? Fixed Irons on Beams No. of Breasthooks, 4 Crutches, 4

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

Manufacturer's name or trade mark Sheffield & Glasgow Plate Co.

The above is a correct description.

Builder's Signature, J. J. Laurie

Surveyor's Signature, [Signature]

Lloyd's Register
Foundation

IRON 655-0377

Are the butts of plating planed or otherwise fitted? Planed
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 12055 Iron

Masts, ~~Downs~~ 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 Lower Masts of Pine. Schooner rigged

Main Mast. Heel to mast head. 59.3 + 17 1/2 in. of deck.
Fore mast " " " 58.6 + 17 1/2 " " "
Tested at Depton by Samuel Ferguson 4 Oct 1873 5 Links cut out of each 15 fms tested to 46 k tons. Tested at Depton by Samuel Ferguson 4 Oct 1873

NUMBER for EQUIPMENT 12586		Fathoms.	Inches.	Test per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	Wght req'd per Rule.	Test req'd per Rule.
N ^o .	SAILES.	CABLES, &c.										
	Fore Sails,	Chain ...	210	15 1/16	31	15 1/16	Bowers	1 st	15.3.7	17.5.1.7	15 1/4	16 1/2
	Fore Top Sails,	(Machine where Tested, date, and name of Superintendent.)						2 nd	14.2.26	16.5.2.14	15 1/4	
	Fore Topmast Stay Sails	Stream	90	14 1/16	✓	14 1/16	Stream	3 rd	13.0.0	14.15.0.0	12.3.2.4	14 1/3
	Main Sails,	Hawser ...	90	8		8			6.3.0	✓	6 1/2	
	Main Top Sails,	Towlines ...	90	5		5			3.3.0	✓	3 1/4	
	and	Warp quality <u>good</u>					Kedges	2	2.0.0		1 3/4	

Standing and Running Rigging Wire and Hemp sufficient in size and good in quality. She has 3 Long Boats and 1 Life Boat.
The Windlass is good Capstan good and Rudder good Pumps sufficient
Engine Room Skylights.—How constructed? Iron and glass How secured in ordinary weather? Thick Glass
What arrangements for deadlights in bad weather? Iron dead lights and Dutch eyes.
Coal Bunker Openings.—How constructed? Iron fittings How are lids secured? Lets Height above deck? Flush
Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? Scuppers and Portholes

Cargo Hatchways.—How formed? Plate and angle iron
State size Main Hatch 22' 9" Forehatch 7' 4" x 7' 4" Quarterhatch 11' x 9"
If of extraordinary size, state how framed and secured? Two plate beams depth of Cornings
What arrangement for shifting beams? Grooves and nuts and screws.
Hatches, If strong and efficient? Yes

Order for Special Survey No. 886 16 Aug 1873
Date 16 Aug 1873
Order for Ordinary Survey No. 61 in builder's yard.
1st. On the several parts of the frame, when in place, and before the plating was wrought 27 July 1873 10.8.27 Aug 5.10.13.17
2nd. On the plating during the process of riveting 24.27.31 Oct. 1.4.9 14.16.21 24.25.28 Aug. 2.6.10.12.16
3rd. When the beams were in and fastened, and before the decks were laid 20.23.27.30. June. 2.5.9.12.16.19.20.23.25
4th. When the ship was complete, and before the plating was finally coated or cemented 26 July. 3.7.10. 14.16.19.20.23.25
5th. After the ship was launched and equipped 28 Oct. 19. returned Glasgow Nov. 1. 3.6.8.12.13

General Remarks,
This vessel has been built in conformity with Midship's section attached and in accordance with the Rules for 1872 & 73 for the 90 A grade.
She has a Prop 39 feet long, also a short forecath and Bridge House over Engine room. A water ballast tank is fitted midships to the height of bulk stringers to contain about 200 tons & efficiently constructed.
Rolling Beams are fitted before and aft Bottom Bulbhead.
The recommendations for repairs to frame in accordance with the joint report of Messrs Light, Gladstone, Murray, and myself made 24 March 1873 have been carried out.
This vessel was placed in dry dock to be re-coated.

State if one, two or three decked vessel, or if open or covering decked, and lengths of poop, forecath or raised quarter deck, or of double or part double bottom.
How are the surfaces preserved from oxidation? Inside Cement and Paint Outside Paint and varnish.

I am of opinion this Vessel should be Classed 90 A 1
The amount of the Entry Fee ... £ 5 : 0 : 0 is received by me,
Special ... £ 32 : 7 : 0
Certificate Gratis Super Commutation's Letter 14.7.73
Travelling Expenses) (if any) £ 5.5.0
Committee's Minute 14th Nov^r 1873
Character assigned 90A
D.W.A.P.

