

IRON SHIP.

Rev. 5/2/74

No. 10,446 Survey held at Sunderland Date, First Survey September 1st 1873 Last Survey January 23rd 1874

On the Ship "Ballochmyle" Yard Number 428 Master Wm. London

TONNAGE under Deck 1336.36
 Ditto of Poop, &c. 103.55
 Ditto of House, &c. 16.25
 Ditto of Forecastle 54.40
 Gross Tonnage 1510.56
 Less Crew Space 72.23
 Less Engine Room
 Register Tonnage as cut on Beam 1438.33

ONE OR TWO DECKED, ~~THREE DECKED~~ VESSEL.
 SPAR, OR AWNING DECKED VESSEL.
 HALF BREADTH (moulded) 18.9
 DEPTH from upper part of Keel to top of Upper Deck Beams 24.8
 GIRTH of Half Midship Frame (as per Rule) 37.0
 1st NUMBER 80.7
 1st NUMBER, if a THREE-DECKED VESSEL deduct 7 feet
 LENGTH 230
 2nd NUMBER 18,400
 PROPORTIONS Breadths to Length under 7.82
 Depth to Length—Upper Deck to Keel under 10.1
 Main Deck ditto

Built at Sunderland
 When built 1873 Launched 6th Decr 73
 By whom built Wm. Watson
 Owners Mc Keellar & Meldrum
 Port belonging to Greenock
 Destined Voyage London and New Zealand
 If Surveyed while Building, Afloat, or in Dry Dock. While Building

LENGTH on deck as per Rule 230 — BREADTH—Moulded 37 11 DEPTH top of Keel to Upper Deck Beams 24 10 Power of Engines 4 Horse. N° of Decks with flat laid Two N° of Tiers of Beams Two

Dimensions of Ship per Register, length, 245.0 breadth, 38.5 depth, 22.7

	Inches in Ship.	Inches per Rule.
KEEL, depth and thickness	9 x 2 1/2	9 x 2 1/2
STEM, moulding and thickness	8 1/2 x 2 1/2	8 1/2 x 2 1/2
STERN-POST for Rudder do. do.	8 1/2 x 2 1/2	8 1/2 x 2 1/2
Distance of Frames from moulding edge to moulding edge, all fore and aft	24	24 ins (Class 100A)
FRAMES, Angle Iron, for 1/2 length amidships	5 3/4	5 3/4
Do. for 1/2 at each end	5 3/4	5 3/4
REVERSED FRAMES, Angle Iron	3 1/2	3 1/2
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	24 1/2	24 1/2
thickness at the ends of vessel	9 1/2	9 1/2
depth at 1/4 the half-bdth. as per Rule	12 1/4	12 1/4
height extended at the Bilges	12 1/4	12 1/4
BEAMS, Upper, Spar, or Awning Deck	8 1/2	8 1/2
Single or double Angle Iron, Plate or Tee Bulb Iron	3 3 6	3 3 6
Single or double Angle Iron on Upper edge	3 3 6	3 3 6
Average space	alternate frames	alternate frames
BEAMS, Main or Middle Deck	9 9	9 9
Single or double Angle Iron, Plate or Tee Bulb Iron	3 1/2 3 7	3 1/2 3 7
Single or double Angle Iron on Upper edge	3 1/2 3 7	3 1/2 3 7
Average space	alternate frames	alternate frames
BEAMS, Lower Deck, Hold or Orlop	9 9	9 9
Single or double Angle Iron, Plate or Tee Bulb Iron	3 1/2 3 7	3 1/2 3 7
Single or double Angle Iron on Upper edge	3 1/2 3 7	3 1/2 3 7
Average space	alternate frames	alternate frames
KEELSONS Centre line (single or double plate), box, or Intercoastal, Plates	16 12	16 12
Rider Plate	9 10	9 10
Bulb Plate to Intercoastal Keelson	5 4 9	5 4 9
Angle Irons	5 4 9	5 4 9
Double Angle Iron Side Keelson	5 4 9	5 4 9
Side Intercoastal Plate	3 1/2 3 8	3 1/2 3 8
do. Angle Irons	3 3 8	3 3 8
Attached to outside plating with angle iron	3 3 8	3 3 8
BILGE Angle Irons	5 4 9	5 4 9
do. Bulb Iron	5 4 9	5 4 9
do. Intercoastal plates riveted to plating for length	5 4 9	5 4 9
LOWER STRINGER Angle Irons	5 4 9	5 4 9
Intercoastal plates riveted to plating for length	5 4 9	5 4 9
STRINGER Angle Irons	5 4 9	5 4 9

	Inches. In Ship.	16ths. In Ship.	Inches. required	16ths. required
Flat Keel Plates, breadth and thickness	36	11	36	11
PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges	10	10	10	10
of doubling at Bilge, or increased thickness, and length applied 1/2 length	11	35	11	35
fin up. part of Bilge to l. edge of Sh'rstrake	10	10	10	10
Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied from Mn. to Upr. or Spar Dk. Sh'rstrake.	40	12	40	12
Up. Spar Dk Sh'rstrake, brdth & thickness	40	12	40	12
Butt Straps to outside plating, breadth & thickness	9 5 13	9 5 13	9 5 13	9 5 13
Lengths of Plating	five spaces of frame			
Shifts of Plating, and Stringers	two & three spaces of frame			
Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness	46	10	46	10
Angle Iron on ditto	5 x 4 x 9	5.4.9		
Tie Plates fore and aft, outside Hatchways	10 1/2	10	10 1/2	10
Diagonal Tie Plates on Beams No. of Pairs,				
Planksheer material and scantling	Gutter female			
Waterways do. do.	4 Y.P.	4		
Flat of Upper Deck do. do.	4 Y.P.	4		
How fastened to Beams	Iron with 6 Sem Bolts			
Stringer Plate on ends of Main or Middle Deck				
Beams, breadth and thickness				
Is the Stringer Plate attached to the outside plating?				
Angle Irons on ditto, No.				
Tie Plates, outside Hatchways				
Diagonal Tie Plates on Beams, No. of pairs				
Waterways materials and scantlings				
Flat of Middle Deck do. do.				
How fastened to Beams				
Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	29 1/2	9	29 1/2	9
Is the Stringer Plate attached to the outside plating?	yes			
Angle Irons on ditto, No.	4 x 4 x 9	4.4.9		
Stringer or Tie Plates, outside Hatchways	10 1/2	9	10 1/2	9
Flat of Lower Deck	3 1/2	7 P.		
Ceiling betwixt Decks, thickness and material	2 1/2	5 pieces, battens 6 5/8		
in hold do. do.	2 1/2	Solid to Bilges		
Main piece of Rudder, diameter at head	5 3/4	5 3/4		
do. at heel	3 3/4	3		
Can the Rudder be unshipped afloat?	yes			
Bulkheads No. 1 Thickness of 7/16 6/16				
Height up to Upper Deck				
How secured to sides of ship	between double frames			
Size of Vertical Angle Irons 5 1/2 x 3 x 8 and distance apart	30 ins.			
Are the outside Plates doubled two spaces of Frames in length?	yes			

Plates, material. Knight-heads. Hawse Timbers. Iron plates
"Harfield's" patent Pat. Bitt Secured to Lap Carlings
 FRAMES extend in one length from Keel to Gunnale Riveted through plates with 7/8 in. Rivets, about 1/2 in. apart.
 REVERSED ANGLE IRONS on floors and frames extend from middle line to Lower Deck and to Gunnale 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 1/8 in. diameter, averaging 5 1/2 ins. from centre to centre.
 Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 7/8 in. diameter, averaging 3 1/2 ins. from centre to centre.
 Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 7/8 in. diameter averaging 3 1/2 ins. from centre to centre.
 Butts of three Strakes at Bilge for half length, treble riveted with Butt Straps 7/16 thicker than the plates they connect.
 Edges from bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 7/8 in. diameter, averaging 3 1/2 ins. from cr. to cr.
 Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 7/8 in. diameter, averaging 3 1/2 ins. from cr. to cr.
 Edges of Main Sheerstrake, double or single riveted. Upper Sheerstrake, double or single riveted. Double and single
 Butts of Main Sheerstrake, treble riveted for half length amidships. Butts of Upper or Spar Sheerstrake, treble riveted half length amidships.
 Butts of Main Stringer Plate, treble riveted for half length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for half length.
 Breadth of laps of plating in double riveting 5 1/4 Breadth of laps of plating in single riveting nil
 t. Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Treble and Double
 erway, how secured to Beams Gutter female (Explain by Sketch, if necessary.)
 ms of the various Decks, how secured to the sides? And turned down & riveted to sp. No. of Breasthooks, seven Crutches, five
 at description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Shipping, shipboard
 nufacturer's name or trade mark James Hopkin's Filks & Co; Stinger angle and Keelsons, for Blacktown
James Hopkin's Filks & Co; part of Stinger and Co; Bulbs, Stockton Mill Iron Co
Plates part of Stockton Mill Iron Co and part of Stinger
Floors & Stringer plates Blacktown and Glasgow
 The above is a correct description.
 Surveyor's Signature, Joseph Keeler

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