

IRON SHIP.

Re 3/3/74

No. 3779 Survey held at Glasgow Date, First Survey 27th May 1873 Last Survey 23rd Feb 1874

On the S.S. Montgomeryshire Yard Number 172 Master G. Reynolds

TONNAGE under 1725.06 ONE, OR TWO DECKED, THREE DECKED VESSEL.

Tonnage Deck 1725.06 SPAR, OR AWNING-DECKED VESSEL

Ditto of Third, Spar, or Awning Deck. 1725.06 HALF BREADTH (moulded) 16.25

Ditto of Poop, or Raised Qr. Dk. 1725.06 DEPTH from upper part of Keel to top of Upper Deck Beams 25.83

Ditto of Houses on Deck 25.57 GIRTH of Half Midship Frame (as per Rule) 37.5

Ditto of Forecastle 1725.06 1st NUMBER 79.58

Gross Tonnage 1750.63 1st NUMBER, if a THREE-DECKED VESSEL deduct 7 feet 72.58

Less Crew Space 44.05 LENGTH 298.5

For Decks 1725 2nd NUMBER 21665

Less Engine Room 560.20 PROPORTIONS—Breadths to Length 9.18

Register Tonnage as cut on Beam 1146.38 Depths to Length—Upper Deck to Keel 11.55

Main Deck ditto 15.85

Built at Glasgow

When built 1873 Launched 20th Dec 1873

By whom built London & Glasgow

Engineering & Iron Shipbuilding Co

Owners D. S. Jenkins

Port belonging to London

Destined Voyage London to China

and Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as 298 6 BREADTH—Moulded 32 6 DEPTH top of Floors to Upper Deck Beams 25 83 Power of Engines 200 Horse. No. of Decks with flat laid Two No. of Tiers of Beams Three

Dimensions of Ship per Register, length, 308 breadth, 32.9 depth, 24.0

KEEL, depth and thickness 9 1/2 x 2 1/2 Inches in Ship. Inches per Rule. 9 1/2 x 2 1/2
STEM, moulding and thickness 9 x 2 1/2 9 x 2 1/2
STERN-POST for Rudder do. do. 9 x 5 9 x 5
for Propeller 9 x 5 9 x 5
Distance of Frames from moulding edge to moulding edge, all fore and aft 24 (Class 100A)

FRAMES, Angle Iron, for 3/4 length amidships 4 1/2 x 3 4 1/2 x 3
Do. for 1/2 at each end 4 1/2 x 3 4 1/2 x 3

REVERSED FRAMES, Angle Iron 3 x 3 3 x 3

FLOORS, depth and thickness of Floor Plate 22 1/2 x 9 22 1/2 x 9
at mid line for half length amidships 22 1/2 x 9 22 1/2 x 9
thickness at the ends of vessel 11 1/4 x 8 11 1/4 x 8
depth at 3/4 the half-bdth. as per Rule 11 1/4 x 8 11 1/4 x 8
height extended at the Bilges 11 1/4 x 8 11 1/4 x 8

BEAMS, Upper, Spar, or Awning Deck 6 1/2 x 6 6 1/2 x 6

Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 2 1/2 x 2 1/2 2 1/2 x 2 1/2

Single or double Angle Iron on Upper edge 2 1/2 x 2 1/2 2 1/2 x 2 1/2

Average space 48 48

BEAMS, Main or Middle Deck 8 x 8 8 x 8

Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 3 x 3 3 x 3

Single, or double Angle Iron, on Upper Edge 3 x 3 3 x 3

Average space 48 48

BEAMS, Lower Deck, Hold or Orlop 8 x 8 8 x 8

Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 3 x 3 3 x 3

Single or double Angle Iron on Upper Edge 3 x 3 3 x 3

Average space 24 24

KEELSONS—Centre line, single or double plate, box, or Intercostal, Plates 17 1/2 x 13 17 1/2 x 13

" Rider Plate 9 x 10 9 x 10

" Bulb Plate to Intercostal Keelson 5 1/2 x 4 5 1/2 x 4

" Angle Irons 5 1/2 x 4 5 1/2 x 4

" Double Angle Iron Side Keelson 5 1/2 x 4 5 1/2 x 4

" Side Intercostal Plate 5 1/2 x 4 5 1/2 x 4

" do. Angle Irons 5 1/2 x 4 5 1/2 x 4

" Attached to outside plating with angle iron 3 x 3 3 x 3

BILGE Angle Irons 5 1/2 x 4 5 1/2 x 4

" do. Bulb Iron 3/4 length 8 x 8 8 x 8

" do. Intercostal plates riveted to plating for 1/2 length 8 x 8 8 x 8

BILGE STRINGER Angle Irons 5 1/2 x 4 5 1/2 x 4

Intercostal plates riveted to plating for 3/5 length 8 x 8 8 x 8

SIDE STRINGER Angle Irons 5 1/2 x 4 5 1/2 x 4

Transoms, material. Knight-heads. Hawse Timbers. Iron

Windlass Napier Patent Pall Bitt

The FRAMES extend in one length from Keel to Gunwale

The REVERSED ANGLE IRONS on floors and frames extend from middle line to Main Deck and to Upper 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 1/8 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 3 Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 7/8 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.

Butts of Main Sheerstrake, treble riveted for 1/2 length amidships. Butts of Upper or Spar Sheerstrake, treble riveted 1/2 length amidships.

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

Breadth of laps of plating in double riveting 6 times Breadth of laps of plating in single riveting none

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted 7/8

Waterway, how secured to Beams Nuts & Screws (Explain by Sketch, if necessary.)

Beams of the various Decks, how secured to the sides? By knees turned down No. of Breasthooks, Six Crutches, Five

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

Manufacturer's name or trade mark, Mossend and Blochairn

The above is a correct description.

Builder's Signature, John Montgomery

Surveyor's Signature, Saml. Lapham

12405 Duplan
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

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 Big Rigged - Main Mast 69' 3" long x 24 1/2" dia
Fore Mast 78' 6" x 24 1/2"
Three Plate Masts 70' 6" triple raked at Butts and
double raked at Land

Tested at Low Water 14th & 15th Aug 1873
by Robert Bunnell

Tested at Low Water 28 & 29th Aug 1873
by Robert Bunnell

NUMBER for EQUIPMENT 23754		Fathoms.	Inches.	Test per Certificate.	Lngh. & Size req'd pr 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 .	SAILS.	CABLES, &c.	270	13/4	55 1/8	270-1 1/2 55 2/3	Bowers ...	1	30.3.16	29.6.2.7	30	28 2/3
		Chain ...	Breaking strain applied to 3 links in each 15 fathoms				(State Machine where Tested, Date, and name of Superintendent.)	1	30.1.24	29.0.0.0	30	"
		Fore Sails,						1	24.3.24	24.3/4	25.2.0	25 1/2
		Fore Top Sails,										
		Fore Topmast Stay Sails,										
		Chain	90	1 1/16		90-1 1/16	Stream ...	1	11.2.24	11.5.2.14	12	
		Imp Strm Cbl	90	11		11	Kedges ...	1	5.3.16	6.5/6	6	
		Hawser ...	90	7		7			2.3.14	4.3/4	3	
		Towlines ...	180	7								
		Warp ...	90	5 1/2								
		quality <u>good</u>										

Standing and Running Rigging Wine & Hemp sufficient in size and good in quality. She has Six Long Boat and two with buoyancy

The Windlass is Napier's Patent Capstan two, good and Rudder good Pumps good and efficient

Engine Room Skylights.—How constructed? Iron & Steel How secured in ordinary weather? by Brass Bars

What arrangements for deadlights in bad weather? Steel framing and Bulls eyes

Coal Bunker Openings.—How constructed? Iron castings How are lids secured? Screwed Height above deck? 6 ins

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? Flush deck, 6 scuppers each side

Cargo Hatchways.—How formed? Plate and Angle iron

State size Main Hatch 20 x 10 Forehatch 12 x 10 Quarterhatch 12 x 10

If of extraordinary size, state how framed and secured? Two shifting Beams at Main Hatch

What arrangement for shifting beams? Yes

Hatches, If strong and efficient? Yes

Order for Special Survey No. <u>896</u>	DATES of Surveys held while building as per Section 18.	1st. On the several parts of the frame, when in place, and before the plating was wrought	1873-May 27 th 29 th June 2 nd 6 th 10 th 12 th 19 th 24 th 30 th
Date <u>26th March 1873</u>		2nd. On the plating during the process of riveting	July 3 rd 7 th 9 th 11 th 16 th 29 th Aug 5 th 6 th 8 th 12 th 14 th
Order for Ordinary Survey No.		3rd. When the beams were in and fastened, and before the decks were laid....	Aug 19 th 21 st 26 th 28 th Sept 2 nd 5 th 9 th 11 th 15 th
Date		4th. When the ship was complete, and before the plating was finally coated or cemented..	Sept 17 th 22 nd 24 th 26 th 30 th Oct 7 th 10 th 14 th 28 th 31 st
No. <u>172</u> in builder's yard.		5th. After the ship was launched and equipped	Nov 3 rd 6 th 10 th 13 th 15 th 18 th 22 nd 25 th 28 th
General Remarks, (State quality of workmanship &c.)		Dec 1 st 4 th 9 th 12 th 15 th 16 th 20 th 1874 Jan 4 th 13 th 19 th 22 nd 26 th 30 th Feb 4 th 5 th 9 th 17 th 23 rd	

The Workmanship is of good quality— Built in accordance with appended sketches of midship section and of Upper Deck plating, approved, and in general conformity with the Rules— It is respectfully submitted she is eligible to be classed as recommended

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.

How are the surfaces preserved from oxidation? Inside Cement and Paint Outside Paint

I am of opinion this Vessel should be Classed 100 A1 "Three decks"

The amount of the Entry Fee ... £ 5 : 0 : 0 is received by me,

Special ... £ 68 : 2 : 6 28th Feb 1874

Certificate ... Gratis

(Travelling Expenses)
(if any) £ —

Committee's Minute 3rd March 1874

Character assigned 100 A1
Three Decks

Same, Sept 1873

This vessel appears eligible to be classed as recommended viz

100 A1 Lloyd's Register Foundation