

IRON SHIP.

No. 6548 Survey held at Port Glasgow Date, First Survey 4 August 1843 Last Survey 18

On the Steamer "Rosebud" Yard Number 25 Master A Hutton

| | |
|--|--------|
| Tonnage under Deck | 249.58 |
| Tonnage of Third, Spar, or Awning Deck | |
| Nitto of Poop, or Raised Qr. Dk. | 54.28 |
| Ditto of Houses on Deck | 1.28 |
| Ditto of Forecastle | 12.44 |
| Gross Tonnage | 317.91 |
| Less Crew Space | 18.03 |
| | 299.88 |
| Less Engine Room | 112.42 |
| Register Tonnage as cut on Beam | 187.46 |

| | |
|--|-------|
| ONE, OR TWO DECKED, THREE DECKED VESSEL. | |
| SPAR, OR AWNING DECKED VESSEL. | |
| HALF BREADTH (moulded) | 11.25 |
| DEPTH from upper part of Keel to top of Upper Deck Beams | 12.55 |
| GIRTH of Half Midship Frame (as per Rule) | 20.55 |
| 1st NUMBER | 44.35 |
| 1st NUMBER, if a THREE DECKED VESSEL deduct 7 feet | |
| LENGTH | 114.9 |
| 2nd NUMBER | 6608 |
| PROPORTIONS—Breadths to Length | 6.6 |
| Depths to Length—Upper Deck to Keel | |
| Main Deck ditto | 11.8 |

Built at Port Glasgow
 When built 1843:44 Launched 28th February
 By whom built William Hamilton & Co
 Owners Morris, Munro & Co
 Port belonging to Glasgow
 Destined Voyage Not fixed
 Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule 149.0 Breadth—Moulded 22.5 DEPTH top of Floors to Upper Deck Beams 11.5 Power of Engines 50 Horse. 50 N° of Decks with flat laid One N° of Tiers of Beams One

Dimensions of Ship per Register, length, 150.1 breadth, 22.4 depth, 11.35

| | Inches in Ship | Inches per Rule | 16ths required | Inches in Ship | Inches per Rule | 16ths required |
|--|----------------|-----------------|----------------|----------------|-----------------|----------------|
| KEEL, depth and thickness | 7 1/2 x 1 3/8 | 7 x 1 3/8 | 3 | 7 1/2 x 1 3/8 | 7 x 1 3/8 | 3 |
| STEM, moulding and thickness | 6 3/4 x 1 3/8 | 6 3/4 x 1 3/8 | 3 | 6 3/4 x 1 3/8 | 6 3/4 x 1 3/8 | 3 |
| STERN-POST for Rudder do. do. | 6 3/4 x 3 3/4 | 6 3/4 x 3 3/4 | 4 | 6 3/4 x 3 3/4 | 6 3/4 x 3 3/4 | 4 |
| Distance of Frames from moulding edge to moulding edge, all fore and aft | 21 | 21 | 4 | 21 | 21 | 4 |
| FRAMES, Angle Iron, for 2/3 length amidships | 3 x 2 3/4 | 3 x 2 3/4 | 4 | 3 x 2 3/4 | 3 x 2 3/4 | 4 |
| Do. for 1/3 at each end | 3 x 2 3/4 | 3 x 2 3/4 | 4 | 3 x 2 3/4 | 3 x 2 3/4 | 4 |
| REVERSED FRAMES, Angle Iron | 2 3/4 x 2 3/4 | 2 3/4 x 2 3/4 | 4 | 2 3/4 x 2 3/4 | 2 3/4 x 2 3/4 | 4 |
| FLOORS, depth and thickness of Floor Plate at mid line for half length amidships | 1 1/2 | 1 1/2 | 6 | 1 1/2 | 1 1/2 | 6 |
| thickness at the ends of vessel | 1 1/2 | 1 1/2 | 6 | 1 1/2 | 1 1/2 | 6 |
| depth at 3/4 the half-bdth. as per Rule | 6 3/4 | 6 3/4 | 4 | 6 3/4 | 6 3/4 | 4 |
| height extended at the Bilges | 2 1/2 | 2 1/2 | 6 | 2 1/2 | 2 1/2 | 6 |
| BEAMS, Upper, Spar, or Awning Deck | 4 1/2 x 3 | 4 1/2 x 3 | 4 | 4 1/2 x 3 | 4 1/2 x 3 | 4 |
| Single or double Ang. Iron, Plate or Tee Bulb Iron | 4 1/2 x 3 | 4 1/2 x 3 | 4 | 4 1/2 x 3 | 4 1/2 x 3 | 4 |
| Single or double Angle Iron on Upper edge | 4 1/2 | 4 1/2 | 4 | 4 1/2 | 4 1/2 | 4 |
| Average space | 4 1/2 | 4 1/2 | 4 | 4 1/2 | 4 1/2 | 4 |
| BEAMS, Main or Middle Deck | 5 x 4 | 5 x 4 | 5 | 5 x 4 | 5 x 4 | 5 |
| Single or double Ang. Iron, Plate or Tee Bulb Iron | 5 x 4 | 5 x 4 | 5 | 5 x 4 | 5 x 4 | 5 |
| Single or double Angle Iron on Upper Edge | 5 | 5 | 5 | 5 | 5 | 5 |
| Average space | 5 | 5 | 5 | 5 | 5 | 5 |
| BEAMS, Lower Deck, Hold or Orlop | 3 x 3 | 3 x 3 | 6 | 3 x 3 | 3 x 3 | 6 |
| Single or double Ang. Iron, Plate or Tee Bulb Iron | 3 x 3 | 3 x 3 | 6 | 3 x 3 | 3 x 3 | 6 |
| Single or double Angle Iron on Upper Edge | 3 | 3 | 6 | 3 | 3 | 6 |
| Average space | 3 | 3 | 6 | 3 | 3 | 6 |
| KEELSONS Centre line, single or double plate, box, or intercostal, Plates | 9 3/4 | 9 3/4 | 8 | 9 3/4 | 9 3/4 | 8 |
| " Rider Plate | 6 3/2 | 6 3/2 | 6 | 6 3/2 | 6 3/2 | 6 |
| " Bulb Plate to Intercostal Keelson | 3 | 3 | 6 | 3 | 3 | 6 |
| " Angle Irons | 3 | 3 | 6 | 3 | 3 | 6 |
| " Double Angle Iron Side Keelson | 3 | 3 | 6 | 3 | 3 | 6 |
| " Side Intercostal Plate | 5 | 5 | 5 | 5 | 5 | 5 |
| " do. Angle Irons | 5 | 5 | 5 | 5 | 5 | 5 |
| " Attached to outside plating with angle iron | 5 | 5 | 5 | 5 | 5 | 5 |
| BILGE Angle Irons | 3 | 3 | 6 | 3 | 3 | 6 |
| " do. Bulb Iron | 6 | 6 | 5 | 6 | 6 | 5 |
| " do. Intercostal plates riveted to plating for length | 6 | 6 | 5 | 6 | 6 | 5 |
| BILGE STRINGER Angle Irons | 3 | 3 | 6 | 3 | 3 | 6 |
| Intercostal plates riveted to plating for length | 3 | 3 | 6 | 3 | 3 | 6 |
| SIDE STRINGER Angle Irons | 3 | 3 | 6 | 3 | 3 | 6 |

| | Inches in Ship | 16ths in Ship | Inches required | 16ths required |
|--|------------------------------|------------------------------|------------------------------|------------------------------|
| Flat Keel Plates, breadth and thickness | 30 | 4 | 30 | 4 |
| PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges of doubling at Bilge, or increased thickness, and length applied | 5 x 6 | 5 x 6 | 5 x 6 | 5 x 6 |
| fm up. part of Bilge to lr. edge of Sh'rstrake | 6 | 6 | 6 | 6 |
| Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied from Mn. to Upr. or Spar Dk. Sh'rstrake. | 30 | 9 | 30 | 9 |
| Up. or Spar Dk Sh'rstrake, brdth & thckns | 30 | 9 | 30 | 9 |
| Butt Straps to outside plating, breadth & thickness | 8 x 16 | 8 x 16 | 8 x 16 | 8 x 16 |
| Lengths of Plating | 4 spaces | 4 spaces | 5 spaces | 5 spaces |
| Shifts of Plating, and Stringers | 2 | 2 | 2 | 2 |
| Gunwale Plate on ends of Upper Deck Beams, breadth and thickness | 30 | 5 | 30 | 5 |
| Angle Iron on ditto | 3 x 3 x 5 | 3 x 3 x 5 | 3 x 3 x 5 | 3 x 3 x 5 |
| Tie Plates fore and aft, outside Hatchways | 4 | 5 | 4 | 5 |
| Diagonal Tie Plates on Beams No. of Pairs | 4 | 5 | 4 | 5 |
| Planksheer material and scantling | 12 x 3 1/2 |
| Waterways do. do. | 3 | 3 | 3 | 3 |
| Flat of Upper Deck do. do. | 3 | 3 | 3 | 3 |
| How fastened to Beams | Screw Bolts & Nuts |
| Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness | 30 | 6 | 30 | 6 |
| Is the Stringer Plate attached to the outside plating? | Yes | Yes | Yes | Yes |
| Angle Irons on ditto, No. One | 3 x 3 x 6 | 3 x 3 x 6 | 3 x 3 x 6 | 3 x 3 x 6 |
| Tie Plates, outside Hatchways | 4 | 6 | 4 | 6 |
| Diagonal Tie Plates on Beams, No. of pairs | 4 | 6 | 4 | 6 |
| Waterways materials and scantlings | 3 | 3 | 3 | 3 |
| Flat of Middle Deck do. do. | 3 | 3 | 3 | 3 |
| How fastened to Beams | Screw Bolts & Nuts |
| Stringer Plates on ends of Lower Deck, Hold or Orlop Beams in way of Raised Quarter Deck with Angle Iron on upper edge | 19 | 5 | 16 | 5 |
| Is the Stringer Plate attached to the outside plating? | Yes | Yes | Yes | Yes |
| Angle Irons on ditto, No. 2 | 3 x 3 x 6 | 3 x 3 x 6 | 3 x 3 x 6 | 3 x 3 x 6 |
| Stringer or Tie Plates, outside Hatchways | 4 | 6 | 4 | 6 |
| Flat of Lower Deck | 3 | 3 | 3 | 3 |
| Ceiling betwixt Decks, thickness and material in hold do. do. | 2 3/4 | 2 3/4 | 2 3/4 | 2 3/4 |
| Main piece of Rudder, diameter at head do. at heel | 3 3/4 | 3 3/4 | 3 3/4 | 3 3/4 |
| Can the Rudder be unshipped afloat? | Yes | Yes | Yes | Yes |
| Bulkheads No. 4 Thickness of 4 1/2 | 4 1/2 | 4 1/2 | 4 1/2 | 4 1/2 |
| Height up to Main Deck | 4 1/2 | 4 1/2 | 4 1/2 | 4 1/2 |
| How secured to sides of ship | Double frames & broad liners |
| Size of Vertical Angle Irons 2 1/2 x 2 1/2 x 7 1/2 and distance apart | 30 | 30 | 30 | 30 |
| Are the outside Plates doubled two spaces of Frames in length? | Yes | Yes | Yes | Yes |

Transoms, material. Knight-heads. Hawse Timbers. Spruce
 Windlass Spruce Pall Bitt Spruce

The FRAMES extend in one length from Keel to Gunwale Riveted through plates with 3/8 x 3/4 in. Rivets, about 5 x 6 apart.

The REVERSED ANGLE IRONS on floors and frames extend from middle line to above turn of Bilges 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 in. diameter, averaging 5 ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 3/4 in. diameter, averaging 3 1/2 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 in. diameter averaging 3 1/2 ins. from centre to centre.

Butts of One Strakes at Bilge for half length, double 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 5/8 in. diameter, averaging 2 3/4 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 5/8 in. diameter, averaging 2 3/4 ins. from cr. to cr.

Edges of Main Sheerstrake, double or single riveted. Upper Sheerstrake, double or single riveted.

Butts of Main Sheerstrake, double riveted for whole length amidships. Butts of Upper or Spar Sheerstrake, treble riveted — length amidships.

Butts of Main Stringer Plate, double riveted for whole length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for — length.

Breadth of laps of plating in double riveting 1 1/2 x 3 1/4 Breadth of laps of plating in single riveting 2 1/4

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

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

Beams of the various Decks, how secured to the sides? Welded knee plates No. of Breasthooks, 4 Crutches, 3

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

Manufacturer's name or trade mark, Glasgow Iron Co. Plates & Angle Irons

The above is a correct description.

Builder's Signature, W Hamilton & Co Surveyor's Signature, W Hamilton & Co

IRON 57-0126

Workmanship. Are the butts of plating planed or otherwise fitted? Planed 12659. 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
 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? Very few

Masts, Bowsprit, Yards, &c., are Wood 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 Light Pole Masts

| NUMBER for EQUIPMENT | 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 | W'ght req'd per Rule | Test req'd per Rule |
|----------------------|---------|--------|----------------------|----------------------------|---------------------|---|------------------|--------------------|----------------------|----------------------|---------------------|
| 6840 | 165 5/8 | 1 | 18 B.S. 24 | 165 | 18 Tons | Bowers ... | 1 | 4" 3" 0 | 7" 18" 0" 0 | 4" 1" 0 | 9 30 |
| 4268 | | | | | | (State Machine where Tested, Date, and name of Superintendent.) | | | | | |
| One | | | | | | Stream ... | 1 | 2" 3" 13 | | 2" 3" 0 | |
| Six | | | | | | Kedges ... | 1 | 1" 1" 6 | | 1" 1" 0 | |
| and | | | | | | | | | | | |

Netheon Public Test. 21 February 1874. M. W. Reade Superintendent.

Standing and Running Rigging Wire & Hemp sufficient in size and good in quality. She has One Life Boat and One other
 The Windlass is Harfield's Patent Capstan Winches and Rudder Sufficient Pumps One to each Compartment
 Engine Room Skylights. How constructed? Iron Comings 30" above Raised Quarter Deck How secured in ordinary weather? Quadrants
 What arrangements for deadlights in bad weather? Wooden Shutters with Bulls eyes
 Coal Bunker Openings. How constructed? Cast iron Rims & Lids How are lids secured? By Bars Height above deck? Flush
 Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? Ports & Scuppers

Cargo Hatchways. How formed? Iron Comings
 State size Main Hatch 21' 0" x 8' 0" Forehatch _____ Quarterhatch 10' 6" x 8' 0"

If of extraordinary size, state how framed and secured? _____
 What arrangement for shifting beams? 3 shifting Beams to Main Hatch
 Hatches, if strong and efficient? Yes

| Order for Special Survey No. | Date | Order for Ordinary Survey No. | Date | No. | DATES of Surveys held while building as per Section 18 | 1st. | 2nd. | 3rd. | 4th. | 5th. |
|------------------------------|------------------|-------------------------------|------|-----|--|---|---|--|---|--|
| 624 | 30 December 1874 | | | 25 | | On the several parts of the frame, when in place, and before the plating was wrought | On the plating during the process of riveting | When the beams were in and fastened, and before the decks were laid... | When the ship was complete, and before the plating was finally coated or cemented.. | After the ship was launched and equipped |
| | | | | | | <u>Built under S. S. and surveyed 1873 - August 14, 15, 19, 20, 23, 29, Sept 2, 9, 16, 23, 25, 30, Oct 3, 9, 22, 24, 31, Nov 7, 8, 13, 18, 26, 24, Dec 10, 12, 14, 23, 1874 - Jan 7, 6, 9, 15, 20, 22, 28, Feb 14, 9, 24, 26, 28, March 16, 24, April 14, May 1, 6.</u> | | | | |

General Remarks, (State quality of workmanship &c.)
 This vessel is schooner rigged, and has Raised Quarter Deck about 43 feet long, besides being additionally strengthened as required by the Rules in way of Raised Quarter Deck, a Hold Beam Stinger plate is fitted as required by the Committee in letter dated 28 July 1873, when the midship section herewith appended of scantlings and arrangements of the vessel was submitted; this Stinger plate has knee plates, and Angle irons fitted on the inner edge in lieu of Hold Beams as sanctioned by the Committee in letter dated 19th August 1873. The Main Deck Beams have an additional Angle iron fitted on the lower edge of Mast, Hatch and Windlass Beams as per sketch herewith appended, and approved by the Committee in letter of 19th August 1873. In all other respects the vessel is built in conformity with the Rules, the materials are of the best description, and the workmanship is good and satisfactory.

State if one, two or three decked vessel, or if spar or awning decked, and lengths of 20ft fore-castle of raised quarter deck, or of double or part double bottom 43 ft 4 ins
 How are the surfaces preserved from oxidation? Inside Portland Cement so above Keels & Outside Three coats of Red Lead
 I am of opinion this Vessel should be Classed 90 A.1

The amount of the Entry Fee ... £ 3 : 0 : 0 is received by me,
 Special ... £ 14 : 19 : 0 5 May 1874
 Certificate ... £ 0 : 0 : 0
 (Travelling Expenses) £ 14 : 19 : 0

Committee's Minute 8th May 1874

Character assigned 90 A.1
See Me. J.W.

Wm R. Conchman
 Lloyd's Register Foundation
 7/5774