

IRON SHIP.

13226

No. 3885 Survey held at Glasgow Date, First Survey 11th Dec^r 1873 Last Survey 19 August 1874

Rev 21/8/74

On the S.S. "Fishing" (Brig) Yard Number 70 Master Robert Jamieson

Tonnage under Deck } <u>1753.40</u> Ditto of Third, Spar, or Awning Deck. } <u>764.08</u> Ditto of Poop, or Raised Qr. Dk. } <u>2517.48</u> Ditto of Houses on Deck } <u>62.07</u> Ditto of Forecastle } <u> </u> Gross Tonnage } <u>2579.55</u> Less Crew Space } <u>74.28</u> Less Engine Room } <u>573.58</u> Register Tonnage as cut on Beam } <u>1931.69</u>	ONE, OR TWO DECKED, THREE DECKED VESSEL. SPAR, OR AWNING-DECKED VESSEL. HALF BREADTH (moulded) <u>18.4'</u> DEPTH from upper part of Keel to top of Upper Deck Beams <u>29.3'</u> GIRTH of Half Midship Frame (as per Rule) <u>43.1'</u> 1st NUMBER <u>90.8</u> 1st NUMBER, if a THREE-DECKED VESSEL deduct 7 feet <u>83.8</u> LENGTH <u>347.5</u> 2nd NUMBER <u>29120</u> PROPORTIONS—Breadths to Length <u>9.45</u> Depths to Length—Upper Deck to Keel <u>11.86</u> Main Deck ditto <u>15.94</u>	Built at <u>Glasgow</u> When built <u>1874</u> Launched <u>30th June</u> By whom built <u>Aitken & Mansel</u> Owners <u>William Ross & Co</u> Port belonging to <u>Glasgow</u> Destined Voyage <u>Glasgow to Jamaica</u> Surveyed while Building, Afloat, or in Dry Dock.
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Official Number 1111

LENGTH on deck as per Rule ...	Feet. <u>347</u> Inches. <u>6</u>	BREADTH—Moulded... ..	Feet. <u>36</u> Inches. <u>9</u>	DEPTH top of Floors to Upper Deck Beams	Feet. <u>27</u> Inches. <u>2</u>	Power of Engines	Horse. <u>350</u>	No. of Decks with flat laid	No. of Tiers of Beams
Dimensions of Ship per Register, length, <u>350.9</u> breadth, <u>37.2</u> depth, <u>27.15</u>									

	Inches in Ship.		Inches per Rule.		Inches in Ship.	Inches per Rule.		Inches in Ship.	Inches per Rule.	
	Inches.	16ths.	Inches.	16ths.		Inches.	16ths.		Inches.	16ths.
KEEL, depth and thickness	11.4	2 3/4	11.4	2 3/4	11.4	2 3/4	11.4	2 3/4	11.4	2 3/4
STEM, moulding and thickness... ..	11.4	2 3/4	11.4	2 3/4	11.4	2 3/4	11.4	2 3/4	11.4	2 3/4
STERN-POST for Rudder do. do. .. .	11.4	5 1/2	11.4	5 1/2	11.4	5 1/2	11.4	5 1/2	11.4	5 1/2
Distance of Frames from moulding edge to moulding edge, all fore and aft .. .	24	0	24	0	24	0	24	0	24	0
(Class 100A)										
FRAMES, Angle Iron, for 2/3 length amidships ..	5	3 1/2	5	3 1/2	5	3 1/2	5	3 1/2	5	3 1/2
REVERSED FRAMES, Angle Iron	5	3 1/2	5	3 1/2	5	3 1/2	5	3 1/2	5	3 1/2
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships ..	2 1/2	10	2 1/2	10	2 1/2	10	2 1/2	10	2 1/2	10
thickness at the ends of vessel	9.8		9.8		9.8		9.8		9.8	
depth at 2/3 the half-bdth. as per Rule ..	12 1/4		12 1/4		12 1/4		12 1/4		12 1/4	
height extended at the Bilges... ..	12 1/4		12 1/4		12 1/4		12 1/4		12 1/4	
BEAMS, Upper, Spar, or Awning Deck } Single or d'ble Ang. Iron, Plate or Tee Bulb Iron } Single or double Angle Iron on Upper edge ..	7 3/4	5	7 3/4	5	7 3/4	5	7 3/4	5	7 3/4	5
Average space... ..	48		48		48		48		48	
BEAMS, Main or Middle Deck } Single or d'ble Ang. Iron, Plate or Tee Bulb Iron } Single or double Angle Iron on Upper Edge ..	9	9	9	9	9	9	9	9	9	9
Average space... ..	48		48		48		48		48	
BEAMS, Lower Deck, Hold or Orlop } Single or d'ble Ang. Iron, Plate or Tee Bulb Iron } Single or double Angle Iron on Upper Edge ..	9 3/2	9	9 3/2	9	9 3/2	9	9 3/2	9	9 3/2	9
Average space... ..	48		48		48		48		48	
KEELSONS Centre line, single or double plate, } box, or Intercoastal, Plates	21	14	21	14	21	14	21	14	21	14
" Rider Plate	9	10	9	10	9	10	9	10	9	10
" Bolt Plate to Intercoastal Keelson	6 1/2	4	6 1/2	4	6 1/2	4	6 1/2	4	6 1/2	4
" Angle Irons	6 1/2	4	6 1/2	4	6 1/2	4	6 1/2	4	6 1/2	4
" Double Angle Iron Side Keelson	25	9	25	9	25	9	25	9	25	9
" Side Intercoastal Plate	6 1/2	4	6 1/2	4	6 1/2	4	6 1/2	4	6 1/2	4
" do. Angle Irons	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2
" Attached to outside plating with angle iron ..	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2
BILGE Angle Irons	6 1/2	4	6 1/2	4	6 1/2	4	6 1/2	4	6 1/2	4
" do. Bulb Iron... ..	9	9	9	9	9	9	9	9	9	9
" do. Intercoastal plates riveted to plating for 1/2 length	9	9	9	9	9	9	9	9	9	9
BILGE STRINGER Angle Irons	6 1/2	4	6 1/2	4	6 1/2	4	6 1/2	4	6 1/2	4
Intercoastal plates riveted to plating for 3/5 length	9	9	9	9	9	9	9	9	9	9
SIDE STRINGER Angle Irons										
Transoms, material. Knight-heads. Hawse Timbers. <u>Iron</u>										
Windlass <u>Patent iron</u> Pall Bitt <u>wood</u>										

	Inches in Ship.	16ths in Ship.	Inches required	16ths required
Flat Keel Plates, breadth and thickness	36	12	36	12
PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges of doubling at Bilge, or increased thickness, and length applied <u>Intercoastal 6 ft 1/2 + 3/5 Intercoastal</u>	36	11	36	11
fm up. part of Bilge to lr. edge of Sh'rstrake	11		11	
Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied from Mn. to Up. or Spar Dk. Sh'rstrake.	40	13	40	14
Up. or Spar Dk Sh'rstrake, brdth & thickness	9		9	
Butt Straps to outside plating, breadth & thickness	40	12	40	11
Lengths of Plating	11 1/2	16 3/4	11 1/4	16 1/2
Shifts of Plating, and Stringers... ..	10 1/2		10 1/2	
Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness... }	70	5 1/2	69	8
Angle Iron on ditto	4	4	4	4
Tie Plates fore and aft, outside Hatchways ..	16	8	16	8
Diagonal Tie Plates on Beams No. of Pairs, ..				
Plankboer material and scantling				
Waterways do. do.	Gutter			
Flat of Upper Deck do. do.	4. Poni	4		
How fastened to Beams				
Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness	87	10	87	10
Is the Stringer Plate attached to the outside plating?	yes		yes	
Angle Irons on ditto, No. <u>2</u>	4	4	4	4
Tie Plates, outside Hatchways	16	10	16	10
Diagonal Tie Plates on Beams, No. of pairs ..				
Waterways materials and scantlings				
Flat of Middle Deck do. do.	3 1/2	3 1/2	3 1/2	3 1/2
How fastened to Beams				
Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	42	9	42	9
Is the Stringer Plate attached to the outside plating?	yes		yes	
Angle Irons on ditto, No. <u>2</u>	4	4	4	4
Stringer or Tie Plates, outside Hatchways ..	16	9	16	9
Flat of Lower Deck	3	3	3	3
Ceiling betwixt Decks, thickness and material ..	3 1/2	1	3	1
in hold do. do.	2 1/2	2 1/2	2 1/2	2 1/2
Main piece of Rudder, diameter at head	17 3/4		17 3/4	
do. at heel	14		14	
Can the Rudder be unshipped afloat? <u>Yes</u>				
Bulkheads No. <u>5</u> Thickness of <u>7/16</u>				
Height up <u>from U.S. and M.S. 2 1/2</u>				
How secured to sides of ship <u>between double frames</u>				
Size of Vertical Angle Irons <u>3/2.3.8</u> and distance apart <u>30</u> ins.				
Are the outside Plates doubled two spaces of Frames in length? <u>Yes</u>				

The FRAMES extend in one length from Middle Line to Foremast Riveted through plates with 3/4 in. Rivets, about 6 apart.

The REVERSED ANGLE IRONS on floors and frames extend from middle line to about Main Deck 5 1/2 and to Upper Deck 5 1/2 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 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 1/8 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 7/8 in. diameter averaging 3 1/8 ins. from centre to centre.

Butts of 3 Strakes at Bilge for half length, treble 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 7/8 in. diameter, averaging 3 1/8 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 7/8 in. diameter, averaging 3 1/8 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 in Breadth of laps of plating in single riveting

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

Waterway, how secured to Beams both ends butts (Explain by Sketch, if necessary.)

Beams of the various Decks, how secured to the sides? Forged Bars on Beams No. of Breasthooks, 5 Crutches, 5

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

Manufacturer's name or trade mark, Connell's Patent

The above is a correct description.

Builder's Signature, Aitken & Mansel Surveyor's Signature,

Lloyd's Register
Foundation

Workmanship. Are the butts of plating planed or otherwise fitted? Yes 13226 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? A few

Masts, Bowsprit, Yards, &c., are Iron 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
Fore Mast 81.6"
Main Mast 92.0" } Iron. Three plates in the round, edges double, butts triple & double riveted. Diameter 26 1/2 inches 7/16 to 1/4 in thickness

NUMBER for EQUIPMENT 31553		Fathoms.	Inches.	Test per Certificate.	Lgh. & 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.
N ^o .	SAILS.	CABLES, &c.		302	1 15/16	67 30 Tons	300.1 1/2	67 20 Tons	38.0.7	34.11.2.14	36 1/2	38 50 Tons
One	Fore Sails,	Chain ...		Riveting done by <u>Samuel Sargent</u> 16 June 1874								
Suit	Fore Top Sails,	(State Machine where Tested, Date, & name of Superintendent.)		Making Straps, applied to Links of each 15 fathoms 94 30 Tons.								
and	Fore Topmast Stay Sails	90	1 1/4	90	12 1/2	90.12 1/6	Bowers	3	36.2.14	33.10.1.17	31.0.8	29.20
Space	Main Sails,	90	12 1/2	90	12 1/2	90.12	(State Machine where Tested, Date, and name of Superintendent.)	Lord's Rigging House	32.1.10	30.8.0.14	Low Walker	Sum to August 1874
and	Main Top Sails,	90	8	90	8	90.8	Stream ...	1	13.2.14		14.0.0	
	and	90	8	90	8	90.8	Kedges ...	2	13.2.0		7.0.0	3.2.9

Standing and Running Rigging Iron & hemp sufficient in size and good in quality. She has Two Long Boats and 5 other boats
 The Windlass is Common & Walker Capstan Iron and Rudder Good Pumps One 6 1/2 in each hole.
 Engine Room Skylights.—How constructed? Iron and Trunk How secured in ordinary weather? Bars and Glass.
 What arrangements for deadlights in bad weather? Deadlights
 Coal Bunker Openings.—How constructed? Iron castings How are lids secured? Weld Height above deck? Flush
 Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? Flush deck

Cargo Hatchways.—How formed? Plate and Angle iron
 State size Main Hatch 15.11 x 9.10 Forehatch 7.11 x 7.5 Quarterhatch 15.10 x 9.10
 If of extraordinary size, state how framed and secured? Usual Size
 What arrangement for shifting beams? One across main & after hatches.
 Hatches, If strong and efficient? Yes

Order for Special Survey No. 929	Date 8 Oct 1873	1st. On the several parts of the frame, when in place, and before the plating was wrought	1873 Nov 11 15 18 21 24 28 Dec 1 5 9 10 12 16 23 24 27
Order for Ordinary Survey No. 1	Date	2nd. On the plating during the process of riveting	1874 Aug 7 8 12 22 23 26 29 31 July 3 5 9 10 13 16 27
No. 70 in builder's yard.		3rd. When the beams were in and fastened, and before the decks were laid...	Mar 2 5 6 10 13 16 18 21 26 28 31 Apr 1 3 6 7 9 15 17 22
		4th. When the ship was complete, and before the plating was finally coated or cemented...	24 28 May 1 7 19 20 28 June 5 10 16 19
		5th. After the ship was launched and equipped	25 30 July 7 Aug 6 12 14 18 1874

General Remarks, (State quality of workmanship &c.) The Workmanship in the vessel is of good quality and she is built in accordance with the section attached and in general conformity with the Rules. In addition the upper deck is plated all fore and aft each side of Hatchways and the Main deck is plated over Engine and Boiler. The strength as shown on tracings has been supplied in Engine and Boiler space, and a strake each side at upper turn of bulges is doubled for 200 feet. Sufficient strength has been provided against painting.

State if one, two or three decked vessel, or if spar or awning decked, and lengths of poop, fore-castle or raised quarter deck, or of double or part double bottom.
 How are the surfaces preserved from oxidation? Inside Cement & Paint Outside Paint
 I am of opinion this Vessel should be Classed 100 A 1

The amount of the Entry Fee ... £ 5 : : : is received by me,
 Special ... £ 84 : 18 : 6 (19th Aug 1874)
 Certificate ... Entry
 (Travelling Expenses) (if any) £ 4 : 4 :
 Committee's Minute 25th August 1874.
 Character assigned 100 A 1 Three Decks
 Lawrence
 This vessel appears eligible to be classed as 100 A 1.
 Lloyd's Register Foundation