

IRON SHIP.

Re 14/7/24

No. 6620 Survey held at Port Glasgow Date, First Survey 9th February Last Survey 9th September 1844

On the Ship "Lammermoor" Yard Number 5/F Master George Duncan

TONNAGE under 1535.45 ONE, OR TWO DECKED, THREE DECKED VESSEL.

Tonnage Deck

Ditto of Third, Spar,

or Awning Deck.

Ditto of Poop, or

Raised Quarter Deck.

Ditto of Houses

on Deck.

Ditto of Forecastle

Gross Tonnage

Less Crew Space

Less Engine Room

Register Tonnage

as cut on Beam

SPAR, OR AWNING DECKED VESSEL.

HALF BREADTH (moulded)

DEPTH from upper part of Keel to top of Upper Deck Beams

GIRTH of Half Midship Frame (as per Rule)

1st NUMBER

1st NUMBER, if a THREE-DECKED VESSEL

deduct 7 feet

LENGTH

2nd NUMBER

PROPORTIONS—Breadths to Length

Depths to Length—Upper Deck to Keel

Main Deck ditto

Built at Port Glasgow

When built 1844 Launched 13 August 1844

By whom built John Reid & Co.

Owners Williamson, Milligan & Co.

Port belonging to Liverpool

Destined Voyage Calcutta

Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule 249.5 Feet. Inches. BREADTH Moulded 39.8 Feet. Inches. DEPTH top of Floors to Upper Deck Beams 23.9 Feet. Inches. Power of Engines 3 Horse. No. of Decks with flat laid Two No. of Tiers of Beams Two

Dimensions of Ship per Register, length 240.25 breadth, 40.4 depth, 23.5

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

STERN-POST for Rudder do. do. 9 x 2 1/2

for Propeller

Distance of Frames from moulding edge to moulding edge, all fore and aft 24 (Class 100A)

FRAMES, Angle Iron, for 2/3 length amidships 5 3/4 x 8 1/2

Do. for 1/3 at each end 5 3/4 x 8 1/2

REVERSED FRAMES, Angle Iron 3 1/2 x 3 1/2

FLOORS, depth and thickness of Floor Plate 25 10 25 10

at mid line for half length amidships

thickness at the ends of vessel 9 1/2

depth at 3/4 the half-bdth. as per Rule 12 1/2

height extended at the Bilges 8 1/2 50

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

Average space 10 10 9 1/2 9

BEAMS, Main or Middle Deck

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

Single, or double Angle Iron, on Upper Edge

Average space 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

Average space 48 48 48 48

KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates 14 13 14 13

Rider Plate 8 10 8 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 2 4 8 2 4 8

Side Intercoastal Plate 5 4 9 5 4 9

do. Angle Irons 3 3 4 3 3 4

Attached to outside plating with angle iron 5 4 9 5 4 9

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

BILGE STRINGER Angle Irons 5 4 9 5 4 9

Intercoastal plates riveted to plating for length 5 4 9 5 4 9

SIDE STRINGER Angle Irons 5 4 9 5 4 9

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

Windlass Iron 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 for half length

KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? 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 1/4 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 7/8 in. diameter averaging 3 1/4 ins. from centre to centre.

Butts of three 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 1/4 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 7/8 in. diameter, averaging 3 1/4 ins. from cr. to cr.

Edges of Main Sheerstrake, double or single riveted.

Butts of Main Sheerstrake, treble riveted for half length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.

Butts of Main Stringer Plate, treble riveted for half length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length.

Breadth of laps of plating in double riveting 5 1/4 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 Iron Gutter Explain by Sketch, if necessary.

Beams of the various Decks, how secured to the sides? Welded three plates

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

Manufacturer's name or trade mark, Messrs. Messend

The above is a correct description.

Builder's Signature, John Reid & Co.

Surveyor's Signature, Edwin R. Clouston

Flat Keel Plates, breadth and thickness 36 12 36 12

PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges 11 11 10 11

of doubling at Bilge, or increased thickness, and length applied 12 12 11 12

fm up. part of Bilge to l. edge of Sh'rstrake 11 11 10 11

Main Sheerstrake, breadth and thickness 40 13 40 13

of d'bling at Sh'rstrake, & length applied

from Mn. to Up. or Spar Dk. Sh'rstrake.

Up. or Spar Dk Sh'rstrake, brdth & thickness

Butt Straps to outside plating, breadth & thickness 11 12 13 12 13 16

Lengths of Plating 6 spaces 5 spaces

Shifts of Plating, and Stringers 2 2 2 2

Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness

Angle Iron on ditto

Tie Plates fore and aft, outside Hatchways

Diagonal Tie Plates on Beams No. of Pairs, 6 13 10 11 2 10

Planksheer material and scantling

Waterways do. do.

Flat of Upper Deck do. do.

How fastened to Beams

Stringer Plate on ends of Main or Middle Deck

Beams, breadth and thickness 41 10 35 10

Is the Stringer Plate attached to the outside plating? Yes

Angle Irons on ditto, No. One 5 1/2 x 4 x 9 5 1/2 x 4 x 9

Tie Plates, outside Hatchways 13 10 11 2 10

Diagonal Tie Plates on Beams, No. of pairs 6 13 10 11 2 10

Waterways materials and scantlings

Flat of Middle Deck do. do. 5 1/2 x 4 5 1/2 x 4

How fastened to Beams Screw Bolts & Nuts

Stringer Plates on ends of Lower Deck, Hold or Orlop Beams 32 9 26 2 9

Is the Stringer Plate attached to the outside plating? Yes

Angle Irons on ditto, No. Two 4 x 4 x 9 4 x 4 x 9

Stringer or Tie Plates, outside Hatchways 13 9 11 2 9

Flat of Lower Deck do. do. 3 3 3 3

Ceiling betwixt Decks, thickness and material 1 1/2 Batten 2 1/2 2 1/2

in hold do. do. 2 1/2 2 1/2

Main piece of Rudder, diameter at head 6 3/4 6 3/4

do. at heel 3 1/4 3 1/4

Can the Rudder be unshipped afloat? Yes

Bulkheads No. One Thickness of 7/16 7/16

Height up 10 Main Deck

How secured to sides of ship Double frames

Size of Vertical Angle Irons 3 1/2 x 3 x 3/16 and distance apart 30 ins.

Are the outside Plates doubled two spaces of Frames in length? Yes

Riveted through plates with 7/8 in. Rivets, about 4" apart.

The REVERSED ANGLE IRONS on floors and frames extend from middle line to Main Deck for half length

KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? 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 1/4 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 7/8 in. diameter averaging 3 1/4 ins. from centre to centre.

Butts of three Strakes at Bilge for half length, treble riveted with Butt Straps 1/16 thicker than the plates they connect.

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Edges of Main Sheerstrake, double or single riveted.

Butts of Main Sheerstrake, treble riveted for half length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.

Butts of Main Stringer Plate, treble riveted for half length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length.

Breadth of laps of plating in double riveting 5 1/4 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 Iron Gutter Explain by Sketch, if necessary.

Beams of the various Decks, how secured to the sides? Welded three plates

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

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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?

Very few

133355

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

Masts in three plates 3/16 thick tapering to 1/16 edges double riveted. Butts treble, and the straps 1/16 thicker than plates; in way of wedging plates doubled, and three angle irons throughout 5 x 3 1/2 x 3/16. Bowsprit in two plates 3/16 tapered to 1/16 edges double riveted. Butts treble, and the straps 1/16 thicker than plates with three angle irons 5 x 3 1/2 x 3/16.

Donnage for EQUIPMENT

1600

No.	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Length & Size req'd per Rule.	Test req'd per Rule.
1	Fore Sails,	Chain	135	1 1/2	6 1/2 B.S. 9 1/2	240 8 1/2	64 1/2
2	Fore Top Sails,	Stay Sails	135	1 1/2	6 1/2 B.S. 9 1/2	146	64 1/2
3	Fore Topmast Stay Sails	Hamper Strm Cbl	90	1 1/2	6 1/2 B.S. 9 1/2	146	64 1/2
4	Main Sails,	Hawser	90	10 1/2	6 1/2 B.S. 9 1/2	146	64 1/2
5	Main Top Sails,	Towlines	90	13	6 1/2 B.S. 9 1/2	146	64 1/2
6	and others as usual	Warp	90	6 1/2	6 1/2 B.S. 9 1/2	146	64 1/2

ANCHORS, &c.	No.	Weight, Ex. Stock.	Test per Certificate.	Weight req'd per Rule.	Test req'd per Rule.
Bowers	28	36.1.16	33.8.0.0	36.2.0	33.8.0
Stream	1	14.1.2	29.11.1.0	31.0.3	29.8.0
Kedges	1	6.3.19	4.0.0	3.0.0	3.0.0

Standing and Running Riggings Wire & Hempen sufficient in size and good in quality. She has One Life Boat and four others

The Windlass is Harfield's Patent Capstan S. and Rudder Efficient Pumps 3 in A.

Engine Room Skylight. How constructed? How secured in ordinary weather?

What arrangements for deadlights in bad weather?

Coal Bunker Openings. How constructed? How are lids secured? Height above deck?

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 15' 4" x 11' 0" Fore hatch 4' 6" x 4' 0" Quarter hatch 4' 6" x 8' 6"

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams? One shifting Beam in Main Hatch

Hatches, If strong and efficient? Yes

Order for Special Survey No. 656

Date 24 October 1873

Order for Ordinary Survey No.

Date 5/9

No. 5/P in builder's yard.

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

2nd. On the plating during the process of riveting

3rd. When the beams were in and fastened, and before the decks were laid...

4th. When the ship was complete, and before the plating was finally coated or cemented...

5th. After the ship was launched and equipped

General Remarks, (State quality of workmanship &c.)

This Vessel has been built in conformity with the midship

section herewith appended, and approved by the Committee in letter dated 9th April 1874;

and is in many respects in excess of the requirements of the Rules, the Reverse Bars

being all carried up to the Main Deck for one half the length amidships, also the

alternate strakes of Outside plating being 1/16 thicker, and from the Bilges upwards the

butts are treble riveted, and the straps 1/16 thicker than plates: all the Iron Masts,

and Spars have angle irons fitted. The materials and workmanship are of the very

best description.

State if one, two or three decked vessel, or if spar or arming decked, and lengths of poop, fore-castle of raised quarter deck, or of double or part double bottom.

How are the surfaces preserved from oxidation? Inside Portland Cement to above turn of Bilge Outside Three coats of Red Lead & One of Patent Composition on Bottom

I am of opinion this Vessel should be Classed 100 A.I.

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

Special ... £ 65 : 12 : 6 11 Sept 1874

Certificate ... £ 0 : 0 : 0

(Travelling Expenses) £ 40 : 12 : 6

(if any) £

Committee's Minute 15th September 1874

Character assigned 100 A.I.

ADCP

TRW

100 A.I.

100 A.I.

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