

IRON SHIP.

14279

Register 1845 Ap 11 79.

No. 6463 Survey held at Greenock Date, First Survey 25th August 1844 Last Survey 26th April 1845

On the Ship "Bannockburn" Master Young

TONNAGE under Tonnage Deck 1615.29	ONE, OR TWO DECKED, THREE-DECKED VESSEL.	Built at Greenock
Ditto of Third, Spar, or Awning Deck. 64.48	SPAR, OR AWNING-DECKED VESSEL.	When built 1844; 45 Launched 6 th April 45.
Ditto of Poop, or Raised Q. R. 21.41	HALF BREADTH (moulded) 19.45	By whom built R. Steele & Co.
Ditto of Houses on Deck 64.49	DEPTH from upper part of Keel to top of Upper Deck Beams 25.85	Owners Robert S. Shankland
Ditto of Forecastle 1469.24	GIRTH of Half Midship Frame (as per Rule) 39.19	Port belonging to Greenock
Gross Tonnage 1469.24	1st NUMBER 84.49	Destined Voyage Calcutta
Less Crew Space 94.02	1st NUMBER, if a THREE-DECKED VESSEL [deduct 7 feet]	Surveyed while Building, Afloat, or in Dry Dock.
Less Engine Room 1045.25	LENGTH 25.4	
Register Tonnage as out on Beam 1045.25	2nd NUMBER 21.536	
	PROPORTIONS—Breadths to Length 6.4	
	Depths to Length—Upper Deck to Keel 9.8	
	Main Deck ditto 9.8	

LENGTH on deck as per Rule 254 0	BREADTH Moulded 39 5	DEPTH top of Floors to Upper Deck Beams 23 8	Power of Engines 3	Horse 3	No. of Decks with flat laid 2	No. of Tiers of Beams 2
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Dimensions of Ship per Register, length 265.95 breadth, 39.45 depth, 23.58

	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.
KEEL, depth and thickness	9 1/2 x 2 1/2	9 1/2 x 2 1/2	9 1/2 x 2 1/2	9 1/2 x 2 1/2	9 1/2 x 2 1/2	9 1/2 x 2 1/2	9 1/2 x 2 1/2	9 1/2 x 2 1/2
STEM, moulding and thickness	9 x 2 1/2	9 x 2 1/2	9 x 2 1/2	9 x 2 1/2	9 x 2 1/2	9 x 2 1/2	9 x 2 1/2	9 x 2 1/2
STERN-POST for Rudder do. do.	9 x 2 1/2	9 x 2 1/2	9 x 2 1/2	9 x 2 1/2	9 x 2 1/2	9 x 2 1/2	9 x 2 1/2	9 x 2 1/2
for Propeller	24	24	24	24	24	24	24	24
Distance of Frames from moulding edge to moulding edge, all fore and aft	24	24	24	24	24	24	24	24
FRAMES, Angle Iron, for 1/2 length amidships	5 3/4 x 3/4	5 3/4 x 3/4	5 3/4 x 3/4	5 3/4 x 3/4	5 3/4 x 3/4	5 3/4 x 3/4	5 3/4 x 3/4	5 3/4 x 3/4
Do. for 1/2 at each end	5 3/4 x 3/4	5 3/4 x 3/4	5 3/4 x 3/4	5 3/4 x 3/4	5 3/4 x 3/4	5 3/4 x 3/4	5 3/4 x 3/4	5 3/4 x 3/4
REVERSED FRAMES, Angle Iron	3 1/2 x 3/4	3 1/2 x 3/4	3 1/2 x 3/4	3 1/2 x 3/4	3 1/2 x 3/4	3 1/2 x 3/4	3 1/2 x 3/4	3 1/2 x 3/4
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	25	25	25	25	25	25	25	25
thickness at the ends of vessel	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2
depth at 1/2 the half-bdth. as per Rule	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2
height extended at the Bilges	48	50	48	50	48	50	48	50
BEAMS, Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2
Single or double Angle Iron on Upper edge	3 1/2 x 3/4	3 1/2 x 3/4	3 1/2 x 3/4	3 1/2 x 3/4	3 1/2 x 3/4	3 1/2 x 3/4	3 1/2 x 3/4	3 1/2 x 3/4
Average space	48	48	48	48	48	48	48	48
BEAMS, Main, or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2
Single or double Angle Iron on Upper Edge	3 1/2 x 3/4	3 1/2 x 3/4	3 1/2 x 3/4	3 1/2 x 3/4	3 1/2 x 3/4	3 1/2 x 3/4	3 1/2 x 3/4	3 1/2 x 3/4
Average space	48	48	48	48	48	48	48	48
BEAMS, Lower Deck, Hold, or Orlop Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2
Single or double Angle Iron on Upper Edge	3 1/2 x 3/4	3 1/2 x 3/4	3 1/2 x 3/4	3 1/2 x 3/4	3 1/2 x 3/4	3 1/2 x 3/4	3 1/2 x 3/4	3 1/2 x 3/4
Average space	48	48	48	48	48	48	48	48
KEELSONS Centre line, single or double plate, box, or intercostal, Plates	14 1/2	13	14 1/2	13	14 1/2	13	14 1/2	13
" Rider Plate	9	10	9	10	9	10	9	10
" Bulb Plate to Intercostal Keelson	5 1/2	4	5 1/2	4	5 1/2	4	5 1/2	4
" Angle Irons	22 1/2	8	22 1/2	8	22 1/2	8	22 1/2	8
" Double Angle Iron Side Keelson	5 1/2	4	5 1/2	4	5 1/2	4	5 1/2	4
" Side Intercostal Plate	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2
" 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
" 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
BILGE Angle Irons	5 1/2	4	5 1/2	4	5 1/2	4	5 1/2	4
" do. Bulb Iron	5 1/2	4	5 1/2	4	5 1/2	4	5 1/2	4
" do. Intercostal plates riveted to plating for length	5 1/2	4	5 1/2	4	5 1/2	4	5 1/2	4
BILGE STRINGERS Angle Irons	5 1/2	4	5 1/2	4	5 1/2	4	5 1/2	4
Intercostal plates riveted to plating for length	5 1/2	4	5 1/2	4	5 1/2	4	5 1/2	4
SIDE STRINGER Angle Irons in lower Deck	3 1/2	3	3 1/2	3	3 1/2	3	3 1/2	3

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

Windlass Iron Patent Pall Bitt

The FRAMES extend in one length from Keel to Gunwale Riveted through plates with 1/8 in. Rivets, about 1/4 apart.

The REVERSED ANGLE IRONS on floors and frames extend across middle line to about Hold Beam Stringer and to Main 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 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 1/8 in. diameter, averaging 3 1/4 ins. from centre to centre.

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

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 1/8 in. diameter, averaging 3 1/4 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 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 Butt (Explain by Sketch, if necessary.)

Beams of the various Decks, how secured to the sides? Beam ends turned down No. of Breasthooks, 6 Crutches, 6

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

Manufacturer's name or trade mark, Angle & Bulb—Messrs. D. Bates—Gosnell & Skerries.

The above is a correct description.

Builder's Signature, Robert Steele & Co. Surveyor's Signature, H. J. B. W. M.

Surveyor to Lloyd's Register of British and Foreign Shipping.

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

14279 Ln

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 90 ft dia 3 1/2 Main 94 1/2 dia 3 1/2 Mizzen 84 ft dia 2 1/2 Bowsprit 40 1/2 dia 3 3/8
Fore & Main Masts 8 1/16 plates. Mizzen 4 1/16 tapering to 6 1/16. all in four plates seams double riveted and butts treble and double; in way of wedging four angle irons 5 x 3 1/2 x 8 1/16 are fitted for about 15 feet.
Bowsprit in four plates 8 1/16 thick tapering to 7 1/16 seams double riveted and butts treble, four angle irons 5 x 3 1/2 x 8 1/16 are fitted all through for about 16 feet in way of knightheads.

NUMBER for EQUIPMENT 23, 689

N ^o .	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Length & Size req'd per Rule.	Test req'd per Rule.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
		Chain	240	2	100	2 1/2	42	22 1/2	1912	38 1/2	34 1/2	38 1/2	34 1/2
	Fore Sails,	Proving House - 23 April 1875.						13 1/2	956	34 1/2	34 1/2	38 1/2	34 1/2
	Fore Top Sails,	Robert Russell Superintendent						13 1/2	941	33 1/2	31 1/2	32 1/2	30 1/2
	Fore Topmast Stay Sails												
	Main Sails,	Hampt Strm Cbl	90	1 1/2		1 1/2							
	Main Top Sails,	Hawser ...	90	10									
		Towlines ...	90	12									
		Warp ...	90	8									
		quality <u>good</u>											

Standing and Running Rigging Wire Kempen sufficient in size and good in quality. She has Two Long Boat and two others

The Windlass is Wheffield's Patent Capstan and Rudder Efficient Pumps 2 Main & 2 Bilge

Engine Room Skylights. 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 Laminations

State size Main Hatch 20' 0" x 11' 0" Fore hatch 4' 0" x 6' 0" Quarter hatch 8' 0" x 6' 0"

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams? Two in Main Hatchway

Hatches, If strong and efficient? Yes

Order for Special Survey No. 403 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 Built under S.S. and surveyed 1874 - August 26, 27, 28, September 4, 8, 11, 15, 30, October 13, 15, 20, 22, 30, November 6, 13, 18, 24, 26, December 2, 14, 21, 23, 26, 1875 - January 11, 14, 20, 22, 29, February 3, 11, 14, 19, 24, March 8, April 5, 6, 8, 9, 10, 13, 15, 16, 19, 23, 26.
Date 9 June 1874 2nd. On the plating during the process of riveting
Order for Ordinary Survey No. ✓ 3rd. When the beams were in and fastened, and before the decks were laid...
Date ✓ 4th. When the ship was complete, and before the plating was finally coated or cemented...
No. 84 in builder's yard. 5th. After the ship was launched and equipped

General Remarks (State quality of workmanship, &c.) This Vessel has been built in conformity with the Rules and midship section herewith appended with the following excesses viz:- The alternate planks of outside plating are 1 1/16 instead of 10 1/16; all the butt straps are 1 1/16 thicker than the plating, and the butts of the two strakes next below the stemstrake are treble riveted for half the length amidships, and the Main Deck Stringer is five inches broader than required by the Rules. The workmanship and materials are of the very best description.

Fore & Main Yards 86 ft long dia 2 1/2. ends 10 3/4 plates 5 1/16 tapered to 4 1/16. all in two plates edges single riveted
Lower Topmast Yards 46 ft 14 1/2 " 8 3/4 } butts treble with straps 1 1/16 thicker, 2 Angle
Upper " 43 ft 14 1/2 " 8 3/4 } plates 4 1/16 tapered to 3 1/16 (irons in each 3 x 3 x 4 1/16 and 2 additional for
Cross Jack Yard 43 ft 18 " 9 } about 16 to 20 feet in way of slings and
hoops, the angle irons in Topmast Yards are 2 1/2 x 2 1/2 x 6 1/16

State if one, two, or three, decked vessel, or if open, or awning decked; and the lengths of poop, forecastle, 38 ft 48 ft 48 ft and the length of double, or part double bottom.

How are the surfaces preserved from oxidation? Inside Portland Cement to above turn of Bilge Outside Red Lead & Paint Composition

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, Mr. H. J. 800
Special ... £ 66 : 14 : 6 28 April 1875
Certificate ... £ 0 : 0 : 0
(Travelling Expenses, if any, £ 41 : 14 : 6)

Committee's Minute 30 April 1875

Character assigned 100 A.I.

This vessel was surveyed on 20 April and found to be in conformity with the Rules of Lloyd's Register of Shipping.