

IRON SHIP

No. 4093 Survey held at Glasgow Date, First Survey 21st Jan. 1875Last Survey 30th Aug. 1875

On the Ship "Hock Pennachar"

Master Francis Wagstaff

TONNAGE under Tonnage Deck 1362.32
Ditto of Third Spar, as running Deck 102.02
Ditto of Poop, as Running Deck 39.42
Ditto of House on Deck 53.73
Ditto of Forecastle 1557.49
Gross Tonnage 72.69
Less Crew Space
Less Engine Room
Register Tonnage 1484.80
as out on Beam

ONE, OR TWO DECKED, THREE DECKED VESSEL.
SPAR, OR AWNING DECKED VESSEL.
HALF BREADTH (moulded) 19.0
DEPTH from upper part of Keel to top of Upper Deck Beam 24.5
GIRTH of Half Midship Frame (as per Rule) 37.6
1st NUMBER 81.1
1st NUMBER, if a THREE-DECKED VESSEL [deduct 7 feet]
LENGTH 240
2nd NUMBER 19464
PROPORTIONS—Breadths to Length 6.3
Depths to Length—Upper Deck to Keel 9.7
Main Deck ditto

Built at Glasgow

When built 1875 Launched 4th August 1875

By whom built J. W. G. Thompson

Owners Aitken, Lilburn & Co
Managing Owners 39 Buchanan St. Glasgow

Port belonging to Glasgow

Destined Voyage Clyde to Melbourne

Surveyed while Building, Afloat, at its Dry Dock.

LENGTH on deck as per Rule 240 - BREADTH Moulded 38 - DEPTH top of Floors to Upper Deck Beams 22 5 Power of Engines ... Horse. No. of Decks with flat laid Two No. of Tiers of Beams Two

Dimensions of Ship per Register, length, 250. breadth, 38.3 depth, 22.45

HEEL, depth and thickness 9 1/2 x 2 1/2
STEM, moulding and thickness 9 1/2 x 2 1/2
STEEL POST for Rudder 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 1/2 length amidships 5 3/4 x 8
Do. for 1/2 at each end 5 3/4 x 7
REVERSED FRAMES, Angle Iron 3 1/2 x 8
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships 24 1/2 x 10
thickness at the ends of vessel 9.8
depth at 1/2 the half-bdth. as per Rule 12 1/4
height extended at the Bilges 24

BEAMS, Upper Spar or Awning Deck 5 3/4 x 8
do. or Double Angle Iron, Plate or Tee Bulb Iron 5 3/4 x 7
to double Angle Iron on Upper edge 3 1/2 x 7
Average space 48

BEAMS, Lower Deck, Hold, or Orlop 9 1/2 x 9
Single or Double Angle Iron, Plate or Tee Bulb Iron 9 1/2 x 9
Single or double Angle Iron on Upper Edge 3 1/2 x 7
Average space 48

KEELSONS Centre line, single or double plate, 18 x 13
do. or Intercoastal Plates 12 x 13
Riv. Plate to Intercoastal Keelson 5 1/2 x 9
Angle Irons 5 1/2 x 9
Double Angle Iron Side Keelson 5 1/2 x 9
Side Intercoastal Plate 5 1/2 x 9
do. Angle Irons 5 1/2 x 9
Attached to outside plating with angle iron 3 1/2 x 8

BILGE Angle Irons 5 1/2 x 9
do. Bulb Iron 5 1/2 x 9
do. Intercoastal plates riveted to plating for length 6

BILGE STRINGER Angle Irons 5 1/2 x 9
Intercoastal plates riveted to plating for length 6

SIDE STRINGER Angle Irons 5 1/2 x 9

Transoms, material. Knight-heads. Hawse Timbers.

Indlass Harfield's Patent Pall Bitt

FRAMES extend in one length from Keel to Gunwale Riveted through plates with 3/4 in. Rivets, about 6 apart.
REVERSED ANGLE IRONS on floors and frames extend from middle line to Main Deck and to alternately

ELSONS. 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 1/2 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 Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 1 1/2 thicker than the plates they connect.

Edges from bilge to Main Sheerstrake, worked clencher, double 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 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 for length amidships.

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

Breadth of laps of plating in double riveting 6 times Breadth of laps of plating in single riveting

Butts of Keelsons, Stringer and Tie Plates, treble, double riveted? Yes

How secured to Beams Gutters (Explain by Sketch, if necessary.)

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

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

Manufacturer's name or trade mark, Angles Coats & Mossend-Plate Consell

The above is a correct description.

Builder's name, H. James & Co. Thomsen

Surveyor's Signature, Saml. Laphorn

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? A few 15045 Iron

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

Iron { Fore Mast - 85.6 } x 31 { Four plates in Circle 8-7-6 double riveted edges, treble and quadruple butts
Main " - 89.05 } x 29 { do do do do do
Mizen " - 81.0 } x 29 { do do do do do
Bowsprit - 36.0 } x 31 { do do do do do
Topmast - Fore & Main 52.0 } x 19 { Two do do do do do
Mizen 44.3 } x 18 1/4 { do do do do do
Lower Yard Fore & Main 54.6 } x 27 { Two plates in Circle 7-6-5 angle riveted edges treble riveted butts
Mizen 40.0 } x 17 { do do do do do
Stub - Fore & Main 72.0 } x 18 { do do do do do

NUMBER for EQUIPMENT 20761		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.
N ^o .	SAILS.	CABLES, &c.	Chain				Bowers	1	34.0.14	31.14.1.14	34	81.1/20
	Fore Sails,	(State Machine where tested, Date, & name of Superintendent)						1	32.2.0	30.10.0.0	34.1/4	31.1/20
	Fore Top Sails,							1	30.1.14	28.15.0.14	28.3/4	27.1/20
	Fore Topmast Stay Sails	Upper Strm Cbl	90	1	90-11 1/2	63 1/4	Gross		97.0.0			
	Main Sails,	Hawser	90	11	90-10		Stream	...	14.3.7		13 1/2	
	Main Top Sails,	Towlines	90	10 1/2	90-6		Kedges	...	7.0.0		6 3/4	
	and	Warp	90	6 1/2					3.3.0		3 1/4	
		quality	90	6								

Standing and Running Rigging Wire & Hemp sufficient in size and good in quality. She has Four Boats and
The Windlass is Good Capstans 3 Good and Rudder Good Pumps (Adams) Good

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? Six side Ports Five Scuppers and Two pipes each side

Cargo Hatchways. How formed? Plate and Angle Iron

State size Main Hatch 16 x 10.6 Fore hatch 6.3 x 6.0 Quarter hatch 6.6 x 6.0

If of extraordinary size, state how framed and secured? a shifting Beam at Main Hatch

What arrangement for shifting beams? ---

Hatches, If strong and efficient? Yes

Order for Special Survey No. 1036	1st. On the several parts of the frame, when in place, and before the plating was wrought	1875, Jan'y. 21 st 26 th 29 th Feb'y. 8 th 17 th 26 th
Date 12 th Decr 1874	2nd. On the plating during the process of riveting	March 3 rd 11 th 18 th 25 th 29 th April 7 th 13 th
Order for Ordinary Survey No. 139	3rd. When the beams were in and fastened, and before the decks were laid....	April 21 st 23 rd 30 th May 7 th 14 th 21 st 26 th
Date	4th. When the ship was complete, and before the plating was finally coated or cemented..	June 1 st 10 th 23 rd 29 th July 3 rd 10 th
No. 139 in builder's yard.	5th. After the ship was launched and equipped	Augt 6 th 14 th 21 st 26 th 30 th 31 st Sept'r

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

The Workmanship is of good quality - Built in accordance with the approved sketch of Midship Section herewith and in general conformity with the Rules with a view to the grade contemplated

Fitted with Forecables 36.6 long Deck House Amidships 45.20 Poop 46 feet long

State if one, two, or three, decked vessel, or if spar, or masting decked; and the lengths of poop, forecable, as above, quarter deck, and the length 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 A 1

The amount of the Entry Fee ... £ 5 : : is received by me, Sam'l. Laphorne
Special ... £ 62.2 : 6 Aug 31 1875
Certificate ... Printed

(Travelling Expenses, if any, £ 7.7.8.)

Committee's Minute 3rd September 1875

Character assigned 100 A 1

Sketch of Mast

This vessel has been built in accordance with the approved sketch of Midship Section attached and appears eligible to be classed 100 A 1 as recommended
Lloyd's Register Foundation