

IRON SHIP.

No. 6850 Survey held at Greenock Date, First Survey 15th Aug 1874 Last Survey 15th September 1875
On the Ship "Baron Colonsay" Master Fitzgibbon
TONNAGE under Tonnage Deck 1553.26 ONE, OR TWO DECKED, THREE DECKED VESSEL.
Ditto of Third, Spar, or Awning Deck. 82.06 SPAR, OR AWNING DECKED VESSEL.
Ditto of Poop, or Raised Quarter Deck. 21.49 HALF BREADTH (moulded) 19.92 Feet.
Ditto of Houses on Deck 52.69 DEPTH from upper part of Keel to top of Upper Deck Beams 25.9
Ditto of Forecastle 1709.50 GIRTH of Half Midship Frame (as per Rule) 38.15
Gross Tonnage 1709.50 1st NUMBER 83.97
Less Crew Space 1632.43 1st NUMBER, if a THREE-DECKED VESSEL [deduct 7 feet] 25.7
Less Engine Room 1632.43 LENGTH 25.7
Register Tonnage as cut on Beam 1632.43 2nd NUMBER 21.500
PROPORTIONS—Breadths to Length 6.4
Depths to Length—Upper Deck to Keel 9.9
Main Deck ditto 9.9
Built at Greenock
When built 1874.75 Launched 4th Aug 1875
By whom built James E. Scott
Owners James Maccum & others
Port belonging to Greenock
Destined Voyage
If Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule 25.7 Feet. Inches. BREADTH—Moulded... 39.84 Feet. Inches. DEPTH top of Floors to Upper Deck Beams 23.85 Feet. Inches. Power of Engines ... Horse. N° of Decks with flat laid Two N° of Tiers of Beams Two
Dimensions of Ship per Register, length 269 breadth 40.1 depth 23.55

	Inches in Ship.	Inches per Rule.	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	$8\frac{1}{2} \times 2\frac{1}{2}$	$9\frac{1}{2} \times 2\frac{1}{2}$								
STEM, moulding and thickness	$9 \times 2\frac{1}{2}$	$9 \times 2\frac{1}{2}$								
STERN-POST for Rudder do. do. for Propeller	$9 \times 2\frac{1}{2}$	$9 \times 2\frac{1}{2}$								
Distance of Frames from moulding edge to moulding edge, all fore and aft	<u>24</u>	<u>100A</u> (Class <u>24</u>)								
FRAMES, Angle Iron, for $\frac{3}{4}$ length amidships	$5 \times 3\frac{1}{2}$	$5 \times 3\frac{1}{2}$								
Do. for $\frac{1}{2}$ at each end	$5 \times 3\frac{1}{2}$	$5 \times 3\frac{1}{2}$								
REVERSED FRAMES, Angle Iron	$3\frac{1}{2} \times 3$	$3\frac{1}{2} \times 3$								
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	$2\frac{1}{2}$	$2\frac{1}{2}$								
thickness at the ends of vessel	$2\frac{1}{2}$	$2\frac{1}{2}$								
depth at $\frac{3}{4}$ the half-bdth. as per Rule	$12\frac{1}{4}$	$12\frac{1}{4}$								
height extended at the Bilges	$6\frac{3}{4}$	$6\frac{3}{4}$								
BEAMS, Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	$9\frac{1}{2}$	$9\frac{1}{2}$								
Single or double Angle Iron on Upper edge	$3\frac{1}{2} \times 3\frac{1}{2}$	$3\frac{1}{2} \times 3\frac{1}{2}$								
Average space	$4\frac{1}{2}$	$4\frac{1}{2}$								
BEAMS, Main, or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	$9\frac{1}{2}$	$9\frac{1}{2}$								
Single or double Angle Iron on Upper Edge	$3\frac{1}{2} \times 3\frac{1}{2}$	$3\frac{1}{2} \times 3\frac{1}{2}$								
Average space	$4\frac{1}{2}$	$4\frac{1}{2}$								
BEAMS, Lower Deck, Hold, or Orlop Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	$9\frac{1}{2}$	$9\frac{1}{2}$								
Single or double Angle Iron on Upper Edge	$3\frac{1}{2} \times 3\frac{1}{2}$	$3\frac{1}{2} \times 3\frac{1}{2}$								
Average space	$4\frac{1}{2}$	$4\frac{1}{2}$								
KEELSONS Centre line, single or double plate, box, or intercostal, Plates	$17\frac{1}{2}$	$17\frac{1}{2}$								
" Rider Plate	$8\frac{3}{4}$	$8\frac{3}{4}$								
" Bulb Plate to intercostal Keelson	$5\frac{1}{2}$	$5\frac{1}{2}$								
" Angle Irons	$5\frac{1}{2} \times 4$	$5\frac{1}{2} \times 4$								
" Double Angle Iron Side Keelson	$2\frac{1}{2}$	$2\frac{1}{2}$								
" Side intercostal Plate	$5\frac{1}{2}$	$5\frac{1}{2}$								
" do. Angle Irons	$5\frac{1}{2} \times 4$	$5\frac{1}{2} \times 4$								
" Attached to outside plating with angle iron	3×3	3×3								
BILGE Angle Irons	$5\frac{1}{2} \times 4$	$5\frac{1}{2} \times 4$								
" do. Bulb Iron	$5\frac{1}{2} \times 4$	$5\frac{1}{2} \times 4$								
" do. Intercostal plates riveted to plating for length	$5\frac{1}{2}$	$5\frac{1}{2}$								
BILGE STRINGER Angle Irons	$5\frac{1}{2} \times 4$	$5\frac{1}{2} \times 4$								
Intercostal plates riveted to plating for length	$5\frac{1}{2}$	$5\frac{1}{2}$								
SIDE STRINGER Angle Irons	$5\frac{1}{2} \times 4$	$5\frac{1}{2} \times 4$								
Transoms, material. Knight-heads. Hawse Timbers.	<u>Iron</u>									
Windlass <u>Iron Patent</u> Pall Bitt										

The FRAMES extend in one length from Keel to Gunwale Riveted through plates with $\frac{1}{4}$ in. Rivets, about 7 apart.
The REVERSED ANGLE IRONS on floors and frames extend from middle line to outside 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 $\frac{1}{2}$ in. diameter, averaging $5\frac{1}{2}$ ins. from centre to centre.
Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets $\frac{1}{2}$ in. diameter, averaging $3\frac{3}{4}$ ins. from centre to centre.
Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets $\frac{1}{2}$ in. diameter averaging $3\frac{3}{4}$ ins. from centre to centre.
Butts of Three Strakes at Bilge for half length, treble riveted with Butt Straps $\frac{1}{16}$ thicker than the plates they connect.
Edges from bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets $\frac{1}{2}$ in. diameter, averaging $3\frac{3}{4}$ ins. from cr. to cr.
Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets $\frac{1}{2}$ in. diameter, averaging $3\frac{3}{4}$ ins. from cr. to cr.
Edges of Main Sheerstrake, double or single riveted. Upper Sheerstrake, double or single riveted.
Butts of Main Sheerstrake, 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 $5\frac{1}{4}$ 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? Beam ends turned down No. of Breasthooks, 5 Crutches, 5
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 Irons Messrs & Coats Plates Bowfield Cornhill & Co. & Co.
The above is a correct description.
Builder's Signature, James E. Scott Surveyor's Signature, H. P. O. O. O.
Surveyor to Lloyd's Register of British and Foreign Shipping.

Workmanship. Are the butts of plating planed or otherwise fitted? Planed 15/4/75
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 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 87 1/2 ft dia 3 1/2" Main Mast 94 ft dia 3 1/2" Mizzen Mast 71 ft dia 3 1/2" Bowsprit 25 ft dia 3 1/2"
all in four plates 7/16 x 6/16 edges double rivetted and butts treble with straps outside and 1/6 thicker than plates, and four angle irons in each 3 x 3 x 7/16 except those in mizzen mast which are 4 x 3 x 7/16 plates doubled in way of wedging.

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Length & Size req'd per Rule.	Test req'd per Rule.	ANCHORS.	No.	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
N ^o .	SAILS.	CABLES, &c.		T	I		Bowers					
	Fore Sails,	130" x 2 1/2" 1 1/2"		6 1/2	2 1/2							
	Fore Top Sails,	135" x 30"		6 1/2	2 1/2							
	Fore Topmast Stay Sails	Hemp Strm Cpl 90 1 1/2"										
	Main Sails,	Hawser ... 90 10 1/2"										
	Main Top Sails,	Towlines ... 90 6 1/2"										
	and	Warp quality <u>good</u> 90 6"										
							Stream ...	1	14.0.7		14.0.0	
							Kedges ...	1	3.0.24		3.0.0	

Standing and Running Rigging Wm Hempen sufficient in size and good in quality. She has 2 Life Long Boats and 4 others.
The Windlass is Harfield Patent Capstans 2 Steam and Rudder Efficient Pump Patent & 2 bilge

Engine Room Skylights. How constructed? How secured in ordinary 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 Cornings

State size Main Hatch 20' 0" x 12' 0" Fore hatch 8' 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 Hatch Iron & wood forming deep web

Hatches, If strong and efficient? Yes

Order for Special Survey No. <u>412</u>	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	<u>Built under S.S. and surveyed 1874</u>
Date <u>26 Aug 1874</u>		2nd. On the plating during the process of riveting	<u>August, 15, 18, 28, September 11, 16, 30, October 1, 8,</u>
Order for Ordinary Survey No. <u>1</u>		3rd. When the beams were in and fastened, and before the decks were laid....	<u>13, 16, Nov 4, 18, 24, 25, 26, Dec 2, 4, 11, 14, 17, 22, 23, 31,</u>
Date <u>1</u>		4th. When the ship was complete, and before the plating was finally coated or cemented..	<u>1875 January, 14, 18, 21, 26, 28, 29, February 2, 10, 16, 19,</u>
No. <u>3</u> in builder's yard.		5th. After the ship was launched and equipped	<u>22, 24, March 4, 9, 13, 15, 23, April 5, 8, 14, 19, 22, 29, May</u>

General Remarks (State quality of workmanship, &c.) 3, 5, 7, 8, 11, 14, 25, June 7, 10, 12, 18, 23, July 14, 17, 21, 26, 27, 29, 30, Aug 2, 4, 6, 7, 9, 11, 12, 13, 14, 18, 21, 23, 30, Sept 2, 7, 10, 13, 15

This Vessel has been built in conformity with the Rules of 1872 and Midship Section herewith appended. The workmanship and materials are of the very best description.

<u>Fore & Main Yards 85 ft dia 2 1/2" plates 5/16 to 3/16</u>	<u>All in two plates edges single rivetted & butts treble with two angle irons in each 2 1/2 x 2 1/2 x 5/16 and plates doubled in way of slings and hoops.</u>
<u>0° lower Toprail 4 1/2 x 3 " 18 1/2 " 5/16 to 3/16</u>	
<u>0° upper Toprail 4 1/2 x 60 " 17 " 5/16 to 3/16</u>	
<u>Bow Jack Yard 66 " 16 3/4 " 5/16 to 3/16</u>	
<u>Mizzen lower Toprail 4 1/2 x 58 " 14 1/2 " 4/16 to 3/16</u>	
<u>0° upper 0° 53 " 13 1/2 " 4/16 to 3/16</u>	

State if one, two, or three, decked vessel, or if span, or awning decked, and the lengths of poop, forecabin, or raised quarter deck, and the length of double, or part double bottom.

How are the surfaces preserved from oxidation? Inside Portland Cement to above bilged keel Outside 3 coats of Red lead & Paint

I am of opinion this Vessel should be Classed 100 A.1.

The amount of the Entry Fee ... £ 5 : 0 : 0 is received by me, H. J. 200 6/11/75

Special ... £ 65 : 13 : 0 14th Sept 1875

Certificate ... £ 0 : 0 : 0

(Travelling Expenses, if any, £ ...)

Committee's Minute 17th September 1875

Character assigned 100 A.1.

T. B. W. A. & C. P.