

IRON SHIP.

Dec 16. 9. 75

No. 6850, Survey held at Greenwich Date, First Survey 15th Aug 1874 Last Survey 15th September 1875
On the Ship "Baron Colonsay" Master Fitzgate

TONNAGE (under Tonnage Deck) <u>1553.26</u>	ONE, OR TWO DECKED, THREE DECKED VESSEL.
Ditto of Third, Spar, or Awning Deck. <u>82.06</u>	SPAR, OR AWNING DECKED VESSEL.
Ditto of Poop, or Behind Q. Dk. <u>21.49</u>	HALF BREADTH (moulded) <u>19.92</u> Feet.
Ditto of Houses on Deck <u>52.69</u>	DEPTH from upper part of Keel to top of Upper Deck Beams <u>25.9</u>
Ditto of Forecastle <u>1709.50</u>	GIRTH of Half Midship Frame (as per Rule) <u>38.15</u>
Gross Tonnage <u>1709.50</u>	1st NUMBER <u>83.97</u>
Less Crew Space <u>24.94</u>	1st NUMBER, if a THREE-DECKED VESSEL
Less Engine Room <u>1632.43</u>	LENGTH <u>257</u>
Register Tonnage as cut on Beam	2nd NUMBER <u>21.500</u>
	PROPORTIONS—Breadths to Length <u>6.4</u>
	Depths to Length—Upper Deck to Keel <u>9.9</u>
	Main Deck ditto <u>9.9</u>

Built at Greenwich
When built 1874.75 Launched 4th Aug 75
By whom built James E. Scott
Owners James Maccum & others
Port belonging to Greenwich
Destined Voyage _____
If Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule 257 Feet. Inches. BREADTH—Moulded... 39.84 Feet. Inches. DEPTH top of Floors to Upper Deck Beams 23.85 Feet. Inches. Do. do. Main Deck Beams...
Power of Engines ... 5 Horse. N° of Decks with flat laid Two N° of Tiers of Beams Two

	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 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
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	9 x 2 1/2	9 x 2 1/2
STERN-POST for Rudder do. do. for Propeller	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	9 x 2 1/2	9 x 2 1/2
Distance of Frames from moulding edge to moulding edge, all fore and aft	24	24	24	24	24	24	24	24	24	24
FRAMES, Angle Iron, for 3/4 length amidships Do. for 1/2 at each end	5 3/2	5 3/2	5 3/2	5 3/2	5 3/2	5 3/2	5 3/2	5 3/2	5 3/2	5 3/2
REVERSED FRAMES, 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
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships thickness at the ends of vessel depth at 3/4 the half-bdth. as per Rule height extended at the Bilges...	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2
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...	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2
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...	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2
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...	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2
KEELSONS Centre line, single or double plate, box, or intercostal, Plates Rider Plate Bulb Plate to Intercostal Keelson Angle Irons Double Angle Iron Side Keelson Side Intercostal Plate do. Angle Irons Attached to outside plating with angle iron	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2
BILGE Angle Irons do. Bulb Iron do. Intercostal plates riveted to plating for length	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2
BILGE STRINGER Angle Irons Intercostal plates riveted to plating for length	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2
SIDE STRINGER Angle Irons Intercostal plates riveted to plating for length	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2
Transoms, material. Knight-heads. Hawse Timbers. Windlass <u>Iron Patent</u> Pall Bitt										

	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, increased thickness, and length applied	36	12	36	12
fm up. part of Bilge to Ir. edge of Sh'rstrake	11x10	10x11	10x11	10x11
Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied from Mn. to Upr. or Spar Dk. Sh'rstrake.	40	13	40	13
Up. or Spar Dk Sh'rstrake, brdth & thickness	11x10	10x11	10x11	10x11
Butt Straps to outside plating, breadth & thickness	7	5	7	5
Lengths of Plating	7	5	7	5
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,				
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	36	10	36	10
Is the Stringer Plate attached to the outside plating?	Yes			
Angle Irons on ditto, No. 1	5 1/2 x 4 x 9	5 1/2 x 4 x 9		
Tie Plates, outside Hatchways	12 x 10	12 x 10		
Diagonal Tie Plates on Beams, No. of pairs	6	6		
Waterways materials and scantlings	Gutter	Gutter		
Flat of Middle Deck do. do.	4	4		
How fastened to Beams	seven bolts & nuts			
Stringer Plates on ends of Lower Deck, Hold or Orlop Beams inside of frames.	27	9	27	9
Is the Stringer Plate attached to the outside plating?	Yes			
Angle Irons on ditto, No. 2	4 x 4 x 9	4 x 4 x 9		
Stringer or Tie Plates, outside Hatchways	12 x 9	12 x 9		
Flat of Lower Deck	3	3		
Ceiling betwixt Decks, thickness and material in hold do. do.	3/8	3/8		
Main piece of Rudder, diameter at head do. at heel	6	6		
Can the Rudder be unshipped afloat?	Yes			
Bulkheads No. one Thickness of	7/16	7/16		
Height up to Main Deck				
How secured to sides of ship	double frames & broad lines			
Size of Vertical Angle Irons	3 1/2 x 3 x 1/16			
and distance apart	30			
Are the outside Plates doubled two spaces of Frames in length?	Yes			

The FRAMES extend in one length from Keel to Gunwale Riveted through plates with 7/8 in. Rivets, about 7 apart.
The REVERSED ANGLE IRONS on floors and frames extend from middle line to fore 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 7/8 in. diameter, averaging 3 3/4 ins. from centre to centre.
Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 7/8 in. diameter averaging 3 3/4 ins. from centre to centre.
Butts of Three Strakes at Bilge for half length, treble riveted with Butt Straps 7/16 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 3/4 ins. from cr. to cr.
Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 7/8 in. diameter, averaging 3 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 full 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? 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 London
The above is a correct description.
Builder's Signature, James E. Scott Surveyor's Signature, H. P. ...
Surveyor to Lloyd's Register of British and Foreign Shipping.

IRON 63-0154

Workmanship. Are the butts of plating planed or otherwise fitted? Planed 15/14/75
 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 89 ft dia 3 1/2" Mizzen 71 ft dia 3 1/2" Bowsprit 25 ft dia 3 1/2"
all in four plates 7/16 & 5/16 edges double riveted and butts treble with straps outside and 1/16 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.

21600 Pounds 1874

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Length & Size req'd pr 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.						Bowers	2880	37.0.1	33 3/4	36.2.0	33 20
	Fore Sails,	138" x 27"	1 15/16	7 1/2	2 7/8 faths	6 1/8		2889	36.1.11	33 7/20	31.0.3	29 20
	Fore Top Sails,	135" x 30"	1 1/16	7 1/2	1 1/16	6 1/8		2890	30.2.0	29 7/20		
	Fore Topmast Stay Sails	90" x 17"	1 1/16	7 1/2	1 1/16	6 1/8						
	Main Sails,	Hawser ... 90"	10 1/2	7 1/2	10 1/2	6 1/2	Stream ...	1	14.0.7		14.0.0	
	Main Top Sails,	Towlines ... 80"	6 1/2	7 1/2	6 1/2	6 1/2	Kedges ...	1	4.1.10		4.0.0	
	and	Warp quality good 90"	6	7 1/2	6 1/2	6 1/2			3.0.24		3.0.0	

Standing and Running Rigging Wine 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? _____

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? Pots & Scuppers

Cargo Hatchways.—How formed? Iron Cornings
 State size Main Hatch 20' 0" x 12' 0" Forehatch 8' 0" x 6' 0" Quarterhatch 8' 0" x 6' 0"

If of extraordinary size, state how framed and secured? _____
 What arrangement for shifting beams? Iron in Main Hatch Iron & Wood forming deep web

Hatches, If strong and efficient? Yes

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

Fore & Main Yards 87 1/2 ft dia 2 1/2" plates 5/16 to 4/16	All in two plates edges single riveted & 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.
0° lower Toprail 42 1/2 " 18 1/2 " 3/16 to 3/16	
0° upper Toprail 42 1/2 " 17 " 5/16 to 3/16	
Crown Jack Yard 66 " 16 3/4 " 5/16 to 4/16	
Mizzen lower Toprail 42 1/2 " 14 1/2 " 4/16 to 3/16	
0° upper 53 " 13 1/2 " 4/16 to 3/16	

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 ceiling Outside 3 coats of Red lead Paint

I am of opinion this Vessel should be Classed 100 A1.

The amount of the Entry Fee ... £ 5 : 0 : 0 is received by me,
 Special ... £ 65 : 13 : 0 14th Sept 1875
 Certificate ... £ 0 : 0 : 0
 (Travelling Expenses, if any, £ _____)

Committee's Minute 17th September 1875

Character assigned 100 A1
A & C P

