

IRON SHIP.

No. 4102 Survey held at Glasgow Date, First Survey 17th April Last Survey 13th Sept. 1875
On the Screen Steamer "Tairrod" Master Not appointed

TONNAGE under Tonnage Deck	347.12	ONE, OR TWO DECKED, THREE DECKED VESSEL.	
Ditto of Third Space		SPAR, OR AWNING-DECKED VESSEL.	
Ditto of Poop, Raised or No	59.67	HALF BREADTH (moulded)	11.5
Ditto of Houses on Deck	7.1	DEPTH from upper part of Keel to top of Upper Deck Beams	13.66
Ditto of Forecastle	24.33	GIRTH of Half Midship Frame (as per Rule)	22.34
Gross Tonnage	438.22	1st NUMBER	47.5
Less Crew Space	28.06	1st NUMBER, if a THREE-DECKED VESSEL	
Less Engine Room	181.84	[deduct 7 feet	
Register Tonnage on Beam	228.32	LENGTH	183
		2nd NUMBER	8692
		PROPORTIONS—Breadths to Length	7 1/2 to 8
		Depths to Length—Upper Deck to Keel	13 to 13 1/2
		Main Deck ditto	—

Built at Glasgow
When built 1875 Launched 17th Augt 1875
By whom built A & J. Inglis
Owners James Galbraith
Port belonging to Glasgow
Destined Voyage Clyde to Glasgow
Surveyed while Building, Afloat, or in Dry Dock

STH Deck as Rule 183 Breadth Moulded 23 DEPTH top of Floors to Upper Deck Beams 12 6 1/4 Power of Engines 110 No. of Decks with flat laid One No. of Tiers of Beams One

Dimensions of Ship per Register, length, 189.3 breadth 23.2 depth, 12.6

	Inches in Ship.	Inches per Rule.
depth and thickness	7 x 2	7 x 2
moulding and thickness	6 1/4 x 2	6 1/4 x 2
OST for Rudder do. do.	7 x 3 1/2	7 x 3 1/2
for Propeller	7 x 3 1/2	7 x 3 1/2
of Frames from moulding edge to	21	(Class 100A)
ading edge, all fore and aft		
FRAMES, Angle Iron, for 1/2 length amidships	3 x 3	3 x 3
Do. for 1/2 at each end	3 x 3	3 x 3
REVERSED FRAMES, Angle Iron	2 1/2 x 5	2 1/2 x 5
FLOORS, depth and thickness of Floor Plate	13 1/2 x 6	13 1/2 x 6
at mid line for half length amidships	—	—
thickness at the ends of vessel	—	—
depth at 3/4 the half-bdth. as per Rule	6 3/4	6 3/4
height extended at the Bilges	Twice	Twice
BEAMS, Upper, Spar, or Awning Deck		
Single or double Angle Iron, Plate or Tee Bulb Iron	—	—
Single or double Angle Iron on Upper edge	—	—
Average space	—	—
BEAMS, Main, or Middle Deck		
Single or double Angle Iron, Plate or Tee Bulb Iron	5 1/2 x 5	5 1/2 x 5
Single, or double Angle Iron, on Upper Edge	2 1/2 x 5	2 1/2 x 5
Average space	42	42
BEAMS, Lower Deck, Hold, or Orlop		
Single or double Angle Iron, Plate or Tee Bulb Iron	—	—
Single or double Angle Iron on Upper Edge	—	—
Average space	—	—
KEELSONS Centre line, single or double plate,	11 x 9	11 x 9
box, or Intercoastal, Plates		
" Rider Plate	7 3/4 x 9	7 3/4 x 9
" Bulb Plate to Intercoastal Keelson	—	—
" Angle Irons	3 1/2 x 3	3 1/2 x 3
" Double Angle Iron Side Keelson	3 1/2 x 3	3 1/2 x 3
" Side Intercoastal Plate	3 1/2 x 4	3 1/2 x 4
" do. Angle Irons	3 1/2 x 3	3 1/2 x 3
" Attached to outside plating with angle iron	—	—
BILGE Angle Irons	3 1/2 x 3	3 1/2 x 3
" do. Bulb Iron	5 1/2 x 5	5 1/2 x 5
" do. Intercoastal plates riveted to	—	—
plating for length	—	—
BILGE STRINGER Angle Irons	3 1/2 x 3	3 1/2 x 3
Intercoastal plates riveted to plating for	—	—
length	5 1/2 x 5	5 1/2 x 5
SIDE STRINGER Angle Irons	3 1/2 x 3	3 1/2 x 3

Transoms, material. Knight-heads. Hawse Timbers. Iron
Windlass Paul & Co. Pall Bitt —

The FRAMES extend in one length from Keel to Gunwale } Riveted through plates with 3/4 in. Rivets, about 5 apart.
and in way of Bulb House, Poop & Forecastle to top height }
The REVERSED ANGLE IRONS on floors and frames extend from middle line to Main Deck stringer and to above bilge 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 in. diameter, averaging 5 ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 3/4 in. diameter, averaging 3 3/8 ins. from centre to centre.

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

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

Edges of Main Sheerstrake, double double riveted. Upper Sheerstrake, double or single riveted.

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

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

Breadth of laps of plating in double riveting 4 1/2 ins. Breadth of laps of plating in single riveting 3 ins.

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted?

Waterway, how secured to Beams Gutter (Explain by Sketch, if necessary.)

Beams of the various Decks, how secured to the sides? By knees turned down No. of Breasthooks, Four Crutches, Three

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

Manufacturer's name or trade mark, Anglo, Mossend, Plate, Foxhead & Co.

The above is a correct description,

Builder's Signature, A. & J. Inglis
J. M. Macmillan

Surveyor's Signature, Saml. Lapham

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 15189 Iron
Do any rivets break into or through the seams or butts of the plating? A few

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 Schooner Rigged Two Masts

Fore mast - - - 83 x 16 1/2
Main " - - - 80 x 16 1/2 } Pitch Pine
Bowsprit - - - 30 x 13

NUMBER for EQUIPMENT 9561

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	195	1 1/8	22 3/4	195-13 1/2	22 3/4	Bowers	1	10.3.0	12.13.0.14	10	12
									1	10.1.0	12.4.1.14	10	12
									1	8.3.14	11.0.0.0	8 1/2	10 20
One	Fore Sails,	(State Machine where tested, date, & initials of Superintendent.)	195	1 1/8	22 3/4	195-13 1/2	22 3/4	Stream	...	4.3.14	7.5.0.0	4 3/4	
Sub	Fore Top Sails,	Tested at Low Walker 12 th Augt 1875 by Port, Bunnell. Breaking strain applied to 3 links cut out of each length of 15 fathoms.	90	8 1/2		90-12		Kedges	...	2.1.10	4.17.2.0	2 1/4	
	Fore Topmast Stay Sails	Hmpn Strm Cbl	90	6 1/2		90-6 1/2				1.0.7	3.7.2.0	1	
	Main Sails,	Hawser ...	90	5									
	Main Top Sails,	Towlines ...	90	4 1/2									
	and 4 spare	Warp ...	90										
		quality <u>good</u>											

Standing and Running Rigging Wire & Hemp sufficient in size and good in quality. She has Four ~~Boats~~ Boat sway

The Windlass is Good Capstan 2. Good and Rudder Good Pumps Good and efficient

Engine Room Skylights. How constructed? Leak framing fitted on How secured in ordinary weather? By Quadrants

What arrangements for deadlights in bad weather? Thick Glass, bars and Paulines

Coal Bunker Openings. How constructed? Circular Castings How are lids secured? Screwed Height above deck? Flush

Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? 3 Scuppers, 3 side Ports & 2 side Pipes
each side

Cargo Hatchways. How formed? Plate and angle iron

State size Main Hatch 7x9' Forehatch 10'6" x 8'0" Quarterhatch —

If of extraordinary size, state how framed and secured? —

What arrangement for shifting beams? —

Hatches, If strong and efficient? Yes

Order for Special Survey No. <u>1065</u>	1st. On the several parts of the frame, when in place, and before the plating was wrought	1875 - April 17. 21. 23. 27. 30. May 3. 6. 7. 10
Date <u>10th March 1875</u>	2nd. On the plating during the process of riveting	May 11. 12. 15. 17. 19. 22. 25. 29.
Order for Ordinary Survey No.	3rd. When the beams were in and fastened, and before the decks were laid....	June 3. 7. 9. 14. 15. 21. 30 July 6
Date	4th. When the ship was complete, and before the plating was finally coated or cemented..	July 12. 29. Augt 3. 10. 12. 16 17. 23
No. <u>123</u> in builder's yard.	5th. After the ship was launched and equipped	Augt 28. Sept. 1. 4. 7. 8. 10. 13

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

The approved sketch of Elevation is also appended

Fitted with Poop about 51 feet long. Bridge & shelter deck 50 feet long and Forecastle 37 feet long

State if one, two, or three, decked vessel, or if spar, or awning decked; and the lengths of poop, forecastle, or raised 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 : 0 : 0 is received by me, S. L.

Special ... £ 20 : 14 : 0 15th Sept. 1875

Certificate ... Gratis

(Travelling Expenses, if any, £ —).

Committee's Minute 17th September 1875.

Character assigned 100 A

By Mr

TRW

Lloyds MC

11/9/75

29/9/75

This vessel appears to be classed as recommended by Lloyd's Register Foundation