

IRON SHIP.

No. 3958 Survey held at Dundee Date, First Survey 9-12-74 Last Survey 27 Nov 1875
On the Screw Steam Ship Scotia Master B. Johnston

TONNAGE under 388-20

Tonnage Deck

Ditto of Third, Spar, or Awning Deck.

Ditto of Poop, or Raised Or. Dk.

Ditto of Houses on Deck

Ditto of Forecastle

Gross Tonnage 453-33

Less Crew Space 19-82

Less Engine Room 145-07

Register Tonnage 288-44

as cut on Beam

ONE, OR TWO DECKED, THREE DECKED VESSEL.

SPAR, OR AWNING-DECKED VESSEL.

HALF-BREADTH (moulded) 12-0

DEPTH from upper part of Keel to top of Upper Deck Beams 15-4 1/2

BIRTH of Half Midship Frame (as per Rule) 24-4 1/2

1st NUMBER 57-832

1st NUMBER, if a THREE-DECKED VESSEL [deduct 7 feet]

LENGTH 178-8 1/2

2nd NUMBER 6269

PROPORTIONS—Breadths to Length 7 1/2 4 1/2

Depths to Length—Upper Deck to Keel 7 1/2 6

Main Deck ditto

Built at Dundee

When built 1875 Launched 6-5-73

By whom built W B Thompson

Owners Dundee Path London Ship Co

Port belonging to Dundee

Destined Voyage Dundee Hull

If Surveyed while Building, Afloat, or in Dry Dock.

Building afloat

GTH on deck as 178 10 BREADTH Moulded 24 9 DEPTH top of Floors to Upper Deck Beams 14 2 1/2 Power of Engines 98 N° of Decks with flat laid one N° of Tiers of Beams

Dimensions of Ship per Register, length, 179.5 breadth, 24.1 depth, 14.3

KEEL, depth and thickness 7 - 2 3/8 7 1/2 - 2 1/8

STEM, moulding and thickness 2 - 3 1/2 6 3/4 - 11

STERN-POST for Rudder do. do. 2 1/2 - 3 1/2 6 3/4 - 11

for Propeller 2 1/2 - 3 1/2 6 3/4 - 11

Distance of Frames from moulding edge to moulding edge, all fore and aft 22 (Class 100A)

FRAMES, Angle Iron, for 1/2 length amidships 3 3 6 1/2 3 3 6 1/2

Do. for 1/2 at each end 2 1/4 2 1/4 5 1/2 2 1/4 2 1/4 5 1/2

REVERSED FRAMES, Angle Iron 2 1/4 2 1/4 5 1/2 2 1/4 2 1/4 5 1/2

FLOORS, depth and thickness of Floor Plate 14 1/2 - 6 1/2 14 1/2 - 6 1/2

at mid line for half length amidships 14 1/2 - 6 1/2 14 1/2 - 6 1/2

thickness at the ends of vessel 7 1/2 - 5 1/2 7 1/2 - 5 1/2

depth at 1/2 the half-bdth. as per Rule 7 1/2 - 5 1/2 7 1/2 - 5 1/2

height extended at the Bilges 7 1/2 - 5 1/2 7 1/2 - 5 1/2

BEAMS, Upper, Spar, or Awning Deck 6 1/2 - 6 1/2 6 1/2 - 6 1/2

Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 6 1/2 - 6 1/2 6 1/2 - 6 1/2

Single or double Angle Iron on Upper edge 2 1/4 2 1/4 5 1/2 2 1/4 2 1/4 5 1/2

Average space 3.8 3.8

BEAMS, Main, or Middle Deck 6 1/2 - 6 1/2 6 1/2 - 6 1/2

Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 6 1/2 - 6 1/2 6 1/2 - 6 1/2

Single or double Angle Iron on Upper Edge 2 1/4 2 1/4 5 1/2 2 1/4 2 1/4 5 1/2

Average space 3.8 3.8

BEAMS, Lower Deck, Hold, or Orlop 6 1/2 - 6 1/2 6 1/2 - 6 1/2

Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 6 1/2 - 6 1/2 6 1/2 - 6 1/2

Single or double Angle Iron on Upper Edge 2 1/4 2 1/4 5 1/2 2 1/4 2 1/4 5 1/2

Average space 3.8 3.8

KEELSONS Centre line, single or double plate, 6 1/2 - 6 1/2 6 1/2 - 6 1/2

Intercoastal, Plates 6 1/2 - 6 1/2 6 1/2 - 6 1/2

Bulb Plate 6 1/2 - 6 1/2 6 1/2 - 6 1/2

Bulb Plate to Intercoastal Keelson 6 1/2 - 6 1/2 6 1/2 - 6 1/2

Angle Irons 6 1/2 - 6 1/2 6 1/2 - 6 1/2

Double Angle Iron Side Keelson 6 1/2 - 6 1/2 6 1/2 - 6 1/2

Side Intercoastal Plate 6 1/2 - 6 1/2 6 1/2 - 6 1/2

Attached to outside plating with angle iron 6 1/2 - 6 1/2 6 1/2 - 6 1/2

BILGE Angle Irons 4 3 6 1/2 4 3 6 1/2

do. Bulb Iron 4 3 6 1/2 4 3 6 1/2

do. Intercoastal plates riveted to plating for length 4 3 6 1/2 4 3 6 1/2

BILGE STRINGER Angle Irons 4 3 6 1/2 4 3 6 1/2

Intercoastal plates riveted to plating for length 4 3 6 1/2 4 3 6 1/2

SIDE STRINGER Angle Irons 4 3 6 1/2 4 3 6 1/2

Transoms, material. Knight-heads. Hawse Timbers. 4 3 6 1/2 4 3 6 1/2

Windlass Harfield's patent Pall Bitt

The FRAMES extend in one length from 1/2 line to Main & Fore D' Stinger

The REVERSED ANGLE IRONS on floors and frames extend from the middle line to upper & Bilge

KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? well connected And butts properly shifted? well shifted

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 1/2 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3.4 in. diameter averaging 3 1/4 ins. from centre to centre.

Butts of One Strakes at Bilge for 1/2 length, double riveted with Butt Straps 1 1/2 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 1/8 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3.4 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, double riveted for 1/2 length amidships. Butts of Upper or Spar Sheerstrake, treble riveted 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 4 1/2 Breadth of laps of plating in single riveting 2 1/2

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

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

Beams of the various Decks, how secured to the sides? welded brackets riveted to sides No. of Breastscooks, 4 Crutches, 3

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

Manufacturer's name or trade mark, Angle & Bulb, Hopkin, Gilkes & Co a few Palmer, Green Plates, Corbett & Co

The above is a correct description.

Builder's Signature, M. B. Thompson Surveyor's Signature, T. Alexander

Flat Keel Plates, breadth and thickness 30 9-16 30 9-16

PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges 8 1/2 7-16 8 1/2 7-16

of doubling at Bilge, or increased thickness, and length applied must be 11 1/2 7-16 11 1/2 7-16

fin up. part of Bilge to l. edge of Sh'rstrake 7-16 8 1/2 7-16 8 1/2

Main Sheerstrake, breadth and thickness 30 9-16 30 9-16

of d'bling at Sh'rstrake, & length applied from Mn. to Upr. or Spar Dk. Sh'rstrake. 11 1/2 7-16 11 1/2 7-16

Up. or Spar Dk. Sh'rstrake, breadth & thickness 11 1/2 7-16 11 1/2 7-16

Butt Straps to outside plating, breadth & thickness 11 1/2 7-16 11 1/2 7-16

Lengths of Plating 11 1/2 7-16 11 1/2 7-16

Shifts of Plating, and Stringers 3. 2 from spar 9. 2

Gutter Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness 11 1/2 7-16 11 1/2 7-16

Angle Iron on ditto 11 1/2 7-16 11 1/2 7-16

Tie Plates fore and aft, outside Hatchways 11 1/2 7-16 11 1/2 7-16

Diagonal Tie Plates on Beams No. of Pairs 8 1/2 7-16 8 1/2 7-16

Planksheer material and scantling 3 1/2 7-16 3 1/2 7-16

Waterways do. do. 3 1/2 7-16 3 1/2 7-16

Flat of Upper Deck do. do. 3 1/2 7-16 3 1/2 7-16

How fastened to Beams 3 1/2 7-16 3 1/2 7-16

Stringer Plate on ends of Main or Middle Deck 3 1/2 7-16 3 1/2 7-16

Beams, breadth and thickness 3 1/2 7-16 3 1/2 7-16

Is the Stringer Plate attached to the outside plating? yes

Angle Irons on ditto, No. 12 3 1/2 7-16 12 3 1/2 7-16

Tie Plates, outside Hatchways 8 1/2 7-16 8 1/2 7-16

Diagonal Tie Plates on Beams No. of pairs 8 1/2 7-16 8 1/2 7-16

Waterways materials and scantlings 3 1/2 7-16 3 1/2 7-16

Flat of Middle Deck do. do. 3 1/2 7-16 3 1/2 7-16

How fastened to Beams 3 1/2 7-16 3 1/2 7-16

Stringer Plates on ends of Lower Deck, Hold or Orlop Beams 14 3 1/2 7-16 14 3 1/2 7-16

Is the Stringer Plate attached to the outside plating? yes

Angle Irons on ditto, No. 12 3 1/2 7-16 12 3 1/2 7-16

Stringer or Tie Plates, outside Hatchways 8 1/2 7-16 8 1/2 7-16

Flat of Lower Deck 8 1/2 7-16 8 1/2 7-16

Ceiling betwixt Decks, thickness and material 2 1/2 7-16 2 1/2 7-16

in hold do. do. 2 1/2 7-16 2 1/2 7-16

Main piece of Rudder, diameter at head 4 1/2 23 1/4 4 1/2 23 1/4

do. at heel 4 1/2 23 1/4 4 1/2 23 1/4

Can the Rudder be unshipped afloat? yes

Bulkheads No. 4 Thickness of 1-4 1/2 4 1/2

Height up Main deck

How secured to sides of ship double A frames

Size of Vertical Angle Irons 2 1/2 x 3 1/2 and distance apart 30 ins.

Are the outside Plates doubled two spaces of Frames in length? yes

Planned

Gay Close

State also Length and Diameter of Lower Masts and Bowsprit On Bowsprit

State also Length and Diameter of Lower Masts and Bowspit The Bowspit 154 5/8
 Pole Masts Fore Mast ex Length above deck 68 ft x 16 3/4" diam at deck Pitch Pine
 Main & — " — — " — 70 ft x 20 " — " — " — " —

Standing and Running Rigging Misc & Hemp sufficient in size and ~~was~~ in quality. She has Three Long Boats, and Life Boat 25 ft.
one Cutter 22A + one 18.3

Engine Room Skylights. How constructed? 30" in V of Pitch - 3 Shingles How secured in ordinary weather? on Bridge deck unsecured

What arrangements for deadlights in bad weather? *None* *all covered with*

What arrangements for deadlights in bad weather? *None*

Coal Bunker Openings.—How constructed? *oblong iron castings* How are lids secured? *iron covers* Height above deck? *3½ inches*

inside bulkhead

What arrangements for securing cargo in case of shipping a sea? *None, but have lashings and*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? 4 pair Scuppers and 3 pair Ports.

Cargo Hatchways.—How formed? *Sawn plate Combings with Bulb Side Sides*
 State size Main Hatch *14' 8" x 9' 1"* Forehatch *5' 6" x 3' 0"* Quarterhatch *10' 11" x 8' 0"*

If of extraordinary size, state how framed and secured? not extra sized

What arrangement for shifting beams? Triple
Hatches, If strong and efficient? Strong & efficient

Order for Special Survey No. <u>309</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	9. 22 (12/74)	15. 16	25. 27	10m 75
Date <u>Jan'y 1895</u>		2nd. On the plating during the process of riveting	5. 8	10. 16	19. 20	2m 75
Order for Ordinary Survey No.		3rd. When the beams were in and fastened, and before the decks were laid....	2. 8. 16. 20	24. 29	3m 75	18. 12. 26
		4th. When the ship was complete, and before the plating was finally coated or cemented..	3. 11. 14. 19	24. 25	5m 75	4m 75
		5th. After the ship was launched and equipped	17 (60m)	20 (7m)	18. 27	11m 75
No. <u>49</u> in builder's yard.						

General Remarks (State quality of workmanship, &c.) This vessel has a round stern. Poop 35½ ft in length before Stern Post. a Break Forecastle abt 17½ ft in length & 4 ft 7 above Main deck as Bridge Has also a Bridge deck abt 43 ft in length rounded corners at sides plated & connected to Hull Has trunk Bulkhead of ¼ plate enclosing Engine & Boiler Hatchways with Donkey Boiler & Cook House fitted underneath with Engine & Skylight on top & Mid Section Sub 2/9/74 Reply 4/9th provided that Beams wherever a deck is laid are not further apart than 2 prime spaces 2^d sometimes & as shown in Sketch & Rule & adhered will be entitled to class. 7/11/74 Builder submits plan for connecting Bridge Deck beams at side. Reply 10/11/74 plan admitted as proposed & carried out satisfactorily 18/1/75 Builder Requests to be allowed to cut Butt straps of sheer strake 2^d Floor plates under Boiler put in 3/8 in place of 7/16 by mistake to remain 3^d Mark plates 5/16 in place of ¼ as stated in Section Reply 20/1/75 Butt straps to extend to upper edge sheer strake in one length 2^d plan desired to be shown for strengthening Strake in way of Scuppers 3^d Floor plates under Boiler must be 7/16 in 4th Mark plate as stated in this case allowed

State if one, two, or three, decked vessel, or if spar, 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 *Cinnab. on bottom and to Belge* Outside *in bottom to M.L. 3 coats*
2 Coats. Bel paint otherwise *from M. Line up 4 Coats oil paint*

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

The amount of the Entry Fee£ 5 : - : - is received by me,)

10 1111C 433³ Special 01/...£ 21 : 13 : 21/91 1875

Certificate 276 13 0

(Travelling Expenses, if any, £_____).

Committee's Minute 3rd December 1875

Character assigned

The Owners have had to stop this vessel on the trade before some of the cargo
was completed has delayed the ship day forward. 13th