

# IRON SHIP.

No. 3940 Survey held at Dundee  
On the Barque Edith Lorne

Date, First Survey 28-7-75

Last Survey 13 March 1876

Master W. West.

Built at Dundee

When built 75-76

Launched 27-1-76

By whom built A. Stephen & Son

Owners W. Taylor & Co.

Port belonging to Dundee

Destined Voyage Caparaso

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

TONNAGE under Tonnage Deck 807.49  
Ditto of Third, Spar, or Awning Deck 39.23  
Ditto of Poop, or Raised Qr. Dk. 26.72  
Ditto of Houses on Deck 43.78  
Ditto of Forecastle 2  
Gross Tonnage 876.72  
Less Crew Space 43.78  
Less Engine Room 2  
Register Tonnage as out on Beam 802.94

ONE, OR TWO DECKED, THREE DECKED VESSEL.  
SPAR, OR AWNING-DECKED VESSEL.

HALF BREADTH (moulded) 16.0

DEPTH from upper part of Keel to top of Upper Deck Beams 20.11

GIRTH of Half Midship Frame (as per Rule) 32.5

1st NUMBER 69.37

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

LENGTH 192.2

2nd NUMBER 13332

PROPORTIONS—Breadths to Length 6.8

Depths to Length—Upper Deck to Keel 9.1

Main Deck ditto

LENGTH on deck as per Rule 192.21  
BREADTH Moulded 32.0  
DEPTH top of Floors to Upper Deck Beams 19.21  
Do. do. Main Deck Beams 19.21  
Power of Engines ...  
Horse ...  
No. of Decks with flat laid one  
No. of Tiers of Beams two

Dimensions of Ship per Register, length, 200.1 breadth, 32.3 depth, 19.2

KEEL, depth and thickness 8-2 3/8

STEM, moulding and thickness 8-2 3/8

STERN-POST for Rudder do. do. 7 1/4 - 2 3/8

for Propeller 7 1/4 - 2 3/8

Distance of Frames from moulding edge to moulding edge, all fore and aft 23"

FRAMES, Angle Iron, for 1/2 length amidships 4 1/2 3 7 1/16

Do. for 1/4 at each end 4 1/2 3 7 1/16

REVERSED FRAMES, Angle Iron 3 3 7 1/16

FLOORS, depth and thickness of Floor Plate at mid line for half length amidships 2 1/2 2 1/2 7 1/16

thickness at the ends of vessel 2 1/2 2 1/2 7 1/16

depth at 1/2 the half-bdth. as per Rule 10 1/2 10 1/2 7 1/16

height extended at the Bilges 10 1/2 10 1/2 7 1/16

BEAMS, Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 7 1/2 3 7 1/16

Single or double Angle Iron on Upper edge 3 3 6 1/16

Average space 3.10

BEAMS, Main, or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 7 1/2 3 7 1/16

Single or double Angle Iron on Upper Edge 3 3 6 1/16

Average space 3.10

BEAMS, Lower Deck, Hold, or Orlop Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 8 3 8 1/16

Single or double Angle Iron on Upper Edge 3 3 6 1/16

Average space 3.10

KEELSONS Centre line, single or double plate, 14 11 1/16

do. or Intercoastal, Plates 10 1/2 11 1/16

Rider Plate 5 3 1/2 7 1/16

Bulb Plate to Intercoastal Keelson 5 3 1/2 7 1/16

Angle Irons 5 3 1/2 7 1/16

Double Angle Iron Side Keelson 5 3 1/2 7 1/16

Side Intercoastal Plate 5 3 1/2 7 1/16

do. Angle Irons 5 3 1/2 7 1/16

Attached to outside plating with angle iron 5 3 1/2 7 1/16

BILGE Angle Irons 5 3 1/2 7 1/16

do. Bulb Iron 5 3 1/2 7 1/16

do. Intercoastal plates riveted to plating for length 5 3 1/2 7 1/16

BILGE STRINGER Angle Irons 5 3 1/2 7 1/16

Intercoastal plates riveted to plating for length 5 3 1/2 7 1/16

SIDE STRINGER Angle Irons 5 3 1/2 7 1/16

Transoms, material. Knight-heads. Hawse Timbers. Angle & plate Iron

Windlass Harfield's Patent Pull Ritt

The FRAMES extend in one length from Centre Line to Main Deck Stringer

The REVERSED ANGLE IRONS on floors and frames extend from middle line to Main & 2d Stringer and to upper & lower

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 1/8 in. diameter, averaging 3 1/2 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 1/4 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 12 1/16 in. diameter averaging 3 1/4 ins. from centre to centre.

Butts of 3 Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 1 1/16 thicker than the plates they connect.

Edges from bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 12 1/16 in. diameter, averaging 3 1/4 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 12 1/16 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, treble 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 6 in. Breadth of laps of plating in single riveting 4 in.

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

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

Beams of the various Decks, how secured to the sides? welded brackets and rivets No. of Breasthooks, 5 Crutches, 4

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

Manufacturer's name or trade mark, Angle & Bulb Casts best Plates, Good Head & Co.

The above is a correct description.

Builder's Signature, Alex Stephen & Sons

Surveyor's Signature, P. Alexander

Surveyor to Lloyd's Register of British and Foreign Shipping.



Workmanship. Are the butts of plating planed or otherwise fitted?

Planed

15909 Iron

Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies?

lay close

Are the fillings between the ribs and plates solid single pieces?

solid single pieces

Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other?

conform well

Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces?

well Countersunk & punched from faying surface

Do any rivets break into or through the seams or butts of the plating?

in a few cases at butts

Masts, Bowsprit, Yards, &c., are *Iron & Wood* 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

NUMBER for EQUIPMENT 14220

N <sup>o</sup> .	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Length & Size req'd per Rule.	Test req'd per Rule.	ANCHORS.	N <sup>o</sup> .	Weight. Ex. Stock.	Test per Certificate.	Weight req'd per Rule.	Test req'd per Rule.
2	Fore Sails,	Mar Chain	270	15 1/8	54 1/2	10 0 0	270, 15 1/8 47 10 0 0	Bowers	2476	27 0 0	26 7 2 0	25 10 0	25 15 0 0
4	Fore Top Sails,	Mar Chain	90	7 1/2	8	10 0 0	270, 15 1/8 47 10 0 0	Star	2493	23 3 26	23 17 2 0	25 10 0	25 15 0 0
2	Fore Topmast Stay Sails	Hemp Strm Cbl		8				Star	2492	22 0 0	22 7 2 0	21 2 10	22 2 0 0
2	Main Sails,	Hawser		10				Stream with Stock		10 2 14		10 2 0	
4	Main Top Sails,	Warp		5				Kedges &c.		5 1 14		5 1 0	
and others in all 45 pieces		quality Good											

Standing and Running Rigging *Hemp* sufficient in size and in quality. She has *27* *Life Long* Boat and *30* *Boats* *25* *18*

The Windlass is *Harfulch Patent* 2 Capstan & 2 Hand & Rudder *Good* Pumps *Low & Duff* double acting

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? *Has 5 pair Ports and four*

Cargo Hatchways.—How formed? *Iron plate Combing*

State size Main Hatch *15 ft x 9' 9 1/2"* Fore hatch *37 6" square* Quarter hatch *6 ft 9" x 4' 9"*

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams? *one tie beam*

Hatches, If strong and efficient? *strong & efficient*

Order for Special Survey No. 320

Date *11-10-75*

Order for Ordinary Survey No.

Date

No. *63* in builder's yard.

1st.	On the several parts of the frame, when in place, and before the plating was wrought	28 4 1/2 9 11 14 18 19 24 24 27 30 31 (8 m 7 1/2)
2nd.	On the plating during the process of riveting	7 1 2 11 13 20 23 24 27 28 30 9 m
3rd.	When the beams were in and fastened, and before the decks were laid	2 4 10 15 23 30 (10 m) 12 4 8 9 11 16 23 26 27 30 (11 m)
4th.	When the ship was complete, and before the plating was finally coated or cemented	16 7 9 11 13 14 24 (12 m) 6 11 13 22 24 (1 m 7 1/2)
5th.	After the ship was launched and equipped	2 3 12 16 (2 m 7 1/2) 1 9 13 (3 m)

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

This vessel is round sterned with a raised Quarter deck also an Anchor deck forward. Quarter deck about 40 feet in length by 3 ft 3 in height (in length before St. Paul). Anchor deck about 19 feet in length. Is a faithful built vessel workmanship throughout of the best description 5-5-45 Mid section bracing Sub<sup>a</sup> off Repley 8/3/75 " diagonal plate will have to be fitted to the Hold Beams in way of the fore & main Masts, if the masts are wedged there 2" the raised Quarter deck plating to be 7/16 inch and the Beams otherwise, as indicated in section be carried out to satisfaction will make the ship eligible to Class 5.

State if one, two, or three, decked vessel, or if spar, or arming 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 *Cement in bottom to top of Clon* Outside *3 coats oil paint on bottom 4 coats aloft*

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 ... £ 40 : 7 : 1876

Certificate *L45 7 0*

Committee's Minute *21<sup>st</sup> March* 1876

Character assigned *100 A1*

*T. Alexander*  
Surveyor

This vessel has been built in accordance with approved sketch of Midship Section appended and it is submitted as being worthy of Class 100 A1 as recommended.