

IRON SHIP.

16742

No. 4265 Survey held at Dunbarton Date, First Survey 2nd Decr 75 Last Survey 24th July 1876

On the B^c Gadlys Master Jno Taylor

Official Number 5469

Tonnage under Tonnage Deck 546.9

Ditto of Third, Spar, or Awaiting Deck 26.93

Ditto of Poop, or Raised Qr. Dk. 13.11

Ditto of Houses on Deck 546.94

Ditto of Forecastle 45.41

Gross Tonnage 546.94

Less Crew Space 546.9

for Seed 499.53

Less Engine Room

Register Tonnage as cut on Board

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

Built at Dunbarton

When built 1876 Launched 27 June

By whom built Birrell Steehouse & Co

Owners Jno Prust
14 Adelaide St. Glasgow

Port belonging to Glasgow

Destined Voyage Ind. L. America

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

HALF BREADTH (moulded) 13.73 Feet.

DEPTH from upper part of Keel to top of Upper Deck Beams 18.55

GIRTH of Half Midship Frame (as per Rule) 20.10

1st NUMBER 60.40

1st NUMBER, if a THREE-DECKED VESSEL 60.40

LENGTH 134

2nd NUMBER 9301

PROPORTIONS—Breadths to Length 3.6

Depths to Length—Upper Deck to Keel 1.5

Main Deck ditto 1.5

PLANS CASE

LENGTH on deck as per Rule 134 Feet. 134 Inches.

BREADTH—Moulded 27.5 Feet. 27.5 Inches.

DEPTH top of Floors to Upper Deck Beams 18.55 Feet. 18.55 Inches.

Do. do. Main Deck Beams 18.55 Feet. 18.55 Inches.

Power of Engines 1 Horse.

No. of Decks with flat laid one

No. of Tiers of Beams two

Dimensions of Ship per Register, length 134 breadth, 27.5 depth, 18.55

| | Inches in Ship. | Inches per Rule. |
|--|------------------------------------|------------------------------------|
| KEEL, depth and thickness | $4\frac{1}{2} \times 2\frac{1}{2}$ | $4\frac{1}{2} \times 2\frac{1}{2}$ |
| STEM, moulding and thickness | $6\frac{1}{2} \times 2\frac{1}{2}$ | $6\frac{1}{2} \times 2\frac{1}{2}$ |
| STERN-POST for Rudder do. do. for Propeller | $6\frac{1}{2} \times 2\frac{1}{2}$ | $6\frac{1}{2} \times 2\frac{1}{2}$ |
| Distance of Frames from moulding edge to moulding edge, all fore and aft | <u>22</u> | <u>22</u> |
| FRAMES, Angle Iron, for $\frac{3}{4}$ length amidships | $3\frac{1}{2} \times 3$ | $3\frac{1}{2} \times 3$ |
| Do. for $\frac{1}{4}$ at each end | $3\frac{1}{2} \times 3$ | $3\frac{1}{2} \times 3$ |
| REVERSED FRAMES, Angle Iron | $3 \times 2\frac{1}{2}$ | $3 \times 2\frac{1}{2}$ |
| FLOORS, depth and thickness of Floor Plate at mid line for half length amidships | $1\frac{1}{2}$ | $1\frac{1}{2}$ |
| thickness at the ends of vessel | $1\frac{1}{2}$ | $1\frac{1}{2}$ |
| depth at $\frac{3}{4}$ the half-bdth. as per Rule | 9 | 9 |
| height extended at the Bilges | $4\frac{1}{2}$ | $4\frac{1}{2}$ |
| BEAMS, Upper, Spar, or Awaiting Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron | $6\frac{1}{2}$ | $6\frac{1}{2}$ |
| Single or double Angle Iron on Upper edge | $2\frac{1}{2} \times 2\frac{1}{2}$ | $2\frac{1}{2} \times 2\frac{1}{2}$ |
| Average space | <u>44</u> | <u>44</u> |
| BEAMS, Main, or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron | $6\frac{1}{2}$ | $6\frac{1}{2}$ |
| Single or double Angle Iron on Upper Edge | $2\frac{1}{2} \times 2\frac{1}{2}$ | $2\frac{1}{2} \times 2\frac{1}{2}$ |
| Average space | <u>44</u> | <u>44</u> |
| BEAMS, Lower Deck, Hold, or Orlop Single or d'ble Ang. Iron, Plate or Tee Bulb Iron | $6\frac{1}{2}$ | $6\frac{1}{2}$ |
| Single or double Angle Iron on Upper Edge | $2\frac{1}{2} \times 2\frac{1}{2}$ | $2\frac{1}{2} \times 2\frac{1}{2}$ |
| Average space | <u>44</u> | <u>44</u> |
| KEELSONS Centre line, single or double plate, box, or Intercostal, Plates | 12 | 12 |
| " Rider Plate | 9 | 9 |
| " Bulb Plate to Intercostal Keelson | 4 | 4 |
| " Angle Irons | 4×3 | 4×3 |
| " Double Angle Iron Side Keelson | 4 | 4 |
| " Side Intercostal Plate | 5 | 5 |
| " do. Angle Irons | 4 | 4 |
| " Attached to outside plating with angle iron | 4 | 4 |
| BILGE Angle Irons | 5×3 | 5×3 |
| " do. Bulb Iron | 4×3 | 4×3 |
| " do. Intercostal plates riveted to plating for length | 4 | 4 |
| BILGE STRINGER Angle Irons | 4×3 | 4×3 |
| Intercostal plates riveted to plating for length | 4 | 4 |
| SIDE STRINGER Angle Irons | 4 | 4 |

| | Inches. In Ship. | 16ths. In Ship. | Inches. per Rule. | 16ths. per Rule. |
|---|------------------|-----------------|-------------------|------------------|
| Flat Keel Plates, breadth and thickness | <u>32</u> | <u>9</u> | <u>32</u> | <u>9</u> |
| PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilge of doubling at Bilge, or increased thickness, and length applied | <u>32</u> | <u>9</u> | <u>32</u> | <u>9</u> |
| in up part of Bilge to lr. edge of Sh'rstrake | <u>33</u> | <u>10</u> | <u>33</u> | <u>10</u> |
| Main Sheerstrake, breadth and thickness of doubling at Sh'rstrake, & length applied from Mn. to Up. or Spar Dk. Sh'rstrake | <u>33</u> | <u>10</u> | <u>33</u> | <u>10</u> |
| Up. or Spar Dk. Sh'rstrake, breadth & thickness | <u>16</u> | <u>11</u> | <u>16</u> | <u>11</u> |
| Butt Straps to outside plating, breadth & thickness | <u>16</u> | <u>11</u> | <u>16</u> | <u>11</u> |
| Lengths of Plating | <u>33</u> | <u>7</u> | <u>32</u> | <u>7</u> |
| Shifts of Plating, and Stringers | <u>33</u> | <u>7</u> | <u>32</u> | <u>7</u> |
| Gunwale Plate on ends of Awaiting, Spar, or Upper Deck Beams, breadth and thickness | <u>4</u> | <u>3</u> | <u>4</u> | <u>3</u> |
| Angle Iron on ditto | <u>9</u> | <u>7</u> | <u>9</u> | <u>7</u> |
| Tie Plates fore and aft, outside Hatchways | <u>9</u> | <u>7</u> | <u>9</u> | <u>7</u> |
| Diagonal Tie Plates on Beams No. of Pairs | <u>2</u> | <u>9</u> | <u>2</u> | <u>9</u> |
| Planksheer material and scantling | <u>32</u> | <u>7</u> | <u>32</u> | <u>7</u> |
| Waterways do. do. | <u>32</u> | <u>7</u> | <u>32</u> | <u>7</u> |
| Flat of Upper Deck do. do. | <u>32</u> | <u>7</u> | <u>32</u> | <u>7</u> |
| How fastened to Beams | <u>32</u> | <u>7</u> | <u>32</u> | <u>7</u> |
| Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness | <u>22</u> | <u>6</u> | <u>22</u> | <u>6</u> |
| Is the Stringer Plate attached to the outside plating? | <u>Yes</u> | <u>6</u> | <u>22</u> | <u>6</u> |
| Angle Irons on ditto, No. 2 | <u>32</u> | <u>6</u> | <u>32</u> | <u>6</u> |
| Stringer or Tie Plates, outside Hatchways | <u>32</u> | <u>6</u> | <u>32</u> | <u>6</u> |
| Flat of Lower Deck do. do. | <u>22</u> | <u>6</u> | <u>22</u> | <u>6</u> |
| How fastened to Beams | <u>22</u> | <u>6</u> | <u>22</u> | <u>6</u> |
| Stringer Plates on ends of Lower Deck, Hold or Orlop Beams | <u>22</u> | <u>6</u> | <u>22</u> | <u>6</u> |
| Is the Stringer Plate attached to the outside plating? | <u>Yes</u> | <u>6</u> | <u>22</u> | <u>6</u> |
| Angle Irons on ditto, No. 2 | <u>32</u> | <u>6</u> | <u>32</u> | <u>6</u> |
| Stringer or Tie Plates, outside Hatchways | <u>32</u> | <u>6</u> | <u>32</u> | <u>6</u> |
| Flat of Lower Deck do. do. | <u>22</u> | <u>6</u> | <u>22</u> | <u>6</u> |
| Ceiling betwixt Decks, thickness and material | <u>2</u> | <u>PPDRP</u> | <u>2</u> | <u>PPDRP</u> |
| in hold do. do. | <u>2</u> | <u>PPDRP</u> | <u>2</u> | <u>PPDRP</u> |
| Main piece of Rudder, diameter at head | <u>4</u> | <u>4</u> | <u>4</u> | <u>4</u> |
| do. at heel | <u>2</u> | <u>2</u> | <u>2</u> | <u>2</u> |
| Can the Rudder be unshipped afloat? | <u>Yes</u> | <u>2</u> | <u>2</u> | <u>2</u> |
| Bulkheads No. <u>one</u> Thickness of <u>3/16</u> | <u>3/16</u> | <u>3/16</u> | <u>3/16</u> | <u>3/16</u> |
| Height up <u>Upper Deck</u> | <u>3/16</u> | <u>3/16</u> | <u>3/16</u> | <u>3/16</u> |
| How secured to sides of ship <u>Double frames</u> | <u>3/16</u> | <u>3/16</u> | <u>3/16</u> | <u>3/16</u> |
| Size of Vertical Angle Irons <u>3 x 2 1/2 x 6</u> and distance apart <u>30</u> ins. | <u>30</u> | <u>30</u> | <u>30</u> | <u>30</u> |
| Are the outside Plates doubled two spaces of Frames in length? | <u>Yes</u> | <u>30</u> | <u>30</u> | <u>30</u> |

Transoms, material. Knight-heads. Hawse Timbers. Wood chocks

Class E Oak Pall Bitt E Oak

FRAMES extend in one length from Keel to Deck stringer Riveted through plates with $\frac{3}{4}$ in. Rivets, about $\frac{3}{4}$ apart.

REVERSED ANGLE IRONS on floors and frames extend from middle line to Deck stringer and to about 13.11 alternately

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

ANG. 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 $\frac{3}{4}$ in. diameter, averaging $\frac{3}{4}$ ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets $\frac{3}{4}$ in. diameter averaging $\frac{3}{4}$ ins. from centre to centre.

Butts of top Strakes at Bilge for half length, treble riveted with Butt Straps 16 thicker than the plates they connect.

Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets $\frac{3}{4}$ in. diameter, averaging $\frac{3}{4}$ ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets $\frac{3}{4}$ in. diameter, averaging $\frac{3}{4}$ ins. from cr. to cr.

Edge 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 4 1/2 Breadth of laps of plating in single riveting 2 1/2

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

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

of the various Decks, how secured to the sides? Finged bracket knees No. of Breasthooks, two Crutches, three

Description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Phoenix Castbridge

Maker's name or trade mark, Consett, Stockton

Above is a correct description.

Signature, Birrell Steehouse & Co Surveyor's Signature, W. C. Mumford

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

IRON 467-0330

Workmanship. Are the butts of plating planed or otherwise fitted? *Planed where practicable* 16742 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? *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? *A few at corners of butts.*

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 *Foremast 63'6" x 22" Mainmast 67'4" x 23" 6 to 5 thick Bowsprit 17' x 2 1/2" 6 to 5 thick three plates in section butts part treble the rest with the edges double*
Fore and Main Yards 61'6" x 15" 4 1/2 thick 2 plates in section butts treble edges single riveted
Brand of iron "Phoenix boiler" Plates hot and cold tested to Admiralty B test

| NUMBER for EQUIPMENT | | Fathoms. | Inches. | Test per Certificate. | Length & Size req'd pr 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. |
|----------------------|-------------------------|-------------|---------|-----------------------|------------------------------|----------------------|----------------|---|--------------------|----------------------|-----------------------|----------------------|
| N ^o . | SAILS. | CABLES, &c. | | | | | | | | | | |
| | | Chain | | | | | Rodgers Bowers | 2791 | 19.20 | 20.6.1.0 | 10 | 19 |
| | Fore Sails, | 121.3 | 1 7/8 | 55.5 | 240 1 7/8 370 33.5 | | | 2792 | 17.3.14 | 18.10.0.14 | 10 | 19 |
| | Fore Top Sails, | 110.4 | 1 7/8 | 57.2.5.12.2 | | | | 2793 | 15.3.0. | 17.3.0.14 | 13 1/2 | 16 1/2 |
| | Fore Topmast Stay Sails | Fath 240.1 | | | | | | L.P.H.T. Dated 12th July 1876. Signed Saml Ferguson | | | | |
| | Main Sails, | 90 | 9 | | 90 3/8" | | Stream | | 8.0.7 | | 8 6E | |
| | Main Top Sails, | | 7 | | 7 | | Kedges | | 3.3.21 | | 4 3/4 | |
| | and | | 5 | | 5 | | | | | | 2 1/2 | |

Standing and Running Rigging *Wire sheeps* sufficient in size and *good* in quality. She has *one* Long Boat and *5 others*
 The Windlass is *English oak* Capstan *Iron* and Rudder *good* Pumps *good*

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? *4 Scuppers 2 ports and 2 draining*

Cargo Hatchways.—How formed *Iron Crammings*
 State size Main Hatch *11 x 9'* Forehatch *5 x 5'* Quarterhatch *6'5" x 5'7"*

If of extraordinary size, state how framed and secured? *2*

What arrangement for shifting beams? *2*

Hatches, If strong and efficient? *Yes*

| Order for Special Survey No. | Date | Order for Ordinary Survey No. | Date | No. | DATES of Surveys held while building as per Section 18. | 1st. | 2nd. | 3rd. | 4th. | 5th. |
|------------------------------|-----------|-------------------------------|------|-----|---|--|--|---|---|--|
| 116 | Deck 2/75 | | | 13 | | 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 |
| | | | | | | Deck 27. 1073. Sauf 17. Feb 7 5. 11. 20. | Mar 2. 6. 9. 12. 20 27. Oct 3. 6. 13. 17. 20. 27 | May 1. 4. 8. 11. 18. 22. 26. 29. June 1. 5. 12. 15. 19. 22. 25. | 29. July 4. 6. 11. 24. 1876 | |

General Remarks (State quality of workmanship, &c.) *The Workmanship is good she is built in accordance with the accompanying approved drawings section and position of the bulkhead*

State if one, two, or three, decked vessel, or if spar, or awning decked; and the lengths of *Foremast 21'* fore-castle, or raised quarter deck, and the length of double, or part double to *33' 3" Midship (main) 22' 8" x 11'*

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 : : : is received by me, *July 22. 1876*
 Special ... £ 25 : 5 : :
 Certificate ... *Special*

Committee's Minute *28th July 1876*

Character assigned *100 A 1*

