

IRON SHIP.

No. 4265 Survey held at Dundarton Date, First Survey 2nd Decr 75 Last Survey 24th July 1876
 On the B^r Gadlys Master Jno Taylor

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 13.11
 Ditto of Forecastle 13.11
 Gross Tonnage 546.94
 Less Crew Space 45.41
 for Stowage 501.53
 Less Engine Room 1.00
 Register Tonnage as cut on Register 499.53

ONE, OR TWO-DECKED, THREE-DECKED VESSEL.
 SPAR, OR AWNING-DECKED VESSEL.
 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) 20.11
 1st NUMBER 60.40
 1st NUMBER, if a THREE-DECKED VESSEL 60.40
 LENGTH 154
 2nd NUMBER 9301
 PROPORTIONS—Breadths to Length 5.6
 Depths to Length—Upper Deck to Keel 1.5
 Main Deck ditto 1.5

Built at Dundarton
 When built 1876 Launched 2nd June
 By whom built Birrell Steinhause & Co
 Owners Jno Prust
 14 Adelaide St. Glasgow
 Port belonging to Glasgow
 Destined Voyage Ind. America
 If Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule 154 Feet. BREADTH—Moulded 27.5 Feet. DEPTH top of Floors to Upper Deck Beams 18.55 Feet. Power of Engines 1 Horse. No. of Decks with flat laid one No. of Tiers of Beams two

Dimensions of Ship per Register, length	breadth	depth	Inches in Ship.	Inches per Rule.	Flat Keel Plates, breadth and thickness	Inches. In Ship.	16ths. In Ship.	Inches. per Rule.	16ths. per Rule.
KEEL, depth and thickness	<u>1 1/2 x 2 1/2</u>	<u>1 1/2 x 2 1/2</u>	<u>1 1/2</u>	<u>2 1/2</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>
STEM, moulding and thickness	<u>6 1/2 x 2 1/2</u>	<u>6 1/2 x 2 1/2</u>	<u>6 1/2</u>	<u>2 1/2</u>	fin up part of Bilge to l. edge of Sh'rstrake	<u>33</u>	<u>10</u>	<u>33</u>	<u>10</u>
STERN-POST for Rudder do. do. for Propeller	<u>6 1/2 x 2 1/2</u>	<u>6 1/2 x 2 1/2</u>	<u>6 1/2</u>	<u>2 1/2</u>	Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied from Mn. to Up. or Spar Dk. Sh'rstrake. Up. or Spar Dk. Sh'rstrake, breadth & thickness	<u>16 1/2</u>	<u>11</u>	<u>16 1/2</u>	<u>11</u>
Distance of Frames from moulding edge to moulding edge, all fore and aft	<u>22</u>	<u>22</u>	<u>22</u>	<u>22</u>	Butt Straps to outside plating, breadth & thickness	<u>16 1/2</u>	<u>11</u>	<u>16 1/2</u>	<u>11</u>
FRAMES, Angle Iron, for 1/2 length amidships	<u>3 1/2 x 3</u>	<u>3 1/2 x 3</u>	<u>3 1/2</u>	<u>3</u>	Lengths of Plating	<u>33</u>	<u>7</u>	<u>32</u>	<u>7</u>
Do. for 1/2 at each end	<u>3 1/2 x 3</u>	<u>3 1/2 x 3</u>	<u>3 1/2</u>	<u>3</u>	Shifts of Plating, and Stringers	<u>9</u>	<u>7</u>	<u>9</u>	<u>7</u>
REVERSED FRAMES, Angle Iron	<u>3 x 2 1/2</u>	<u>3 x 2 1/2</u>	<u>3</u>	<u>2 1/2</u>	Gunwale Plate on ends of Awaiting, Spar, or Upper Deck Beams, breadth and thickness	<u>4 x 3</u>	<u>x 6</u>	<u>4 x 3</u>	<u>x 6</u>
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	<u>1 1/2</u>	<u>1 1/2</u>	<u>1 1/2</u>	<u>1 1/2</u>	Tie Plates fore and aft, outside Hatchways	<u>9</u>	<u>7</u>	<u>9</u>	<u>7</u>
thickness at the ends of vessel	<u>9</u>	<u>9</u>	<u>9</u>	<u>9</u>	Diagonal Tie Plates on Beams No. of Pairs, 2	<u>2</u>	<u>2</u>	<u>2</u>	<u>2</u>
depth at 3/4 the half-bdth. as per Rule	<u>4 1/2</u>	<u>4 1/2</u>	<u>4 1/2</u>	<u>4 1/2</u>	Planksheer material and scantling	<u>2 1/2</u>	<u>6</u>	<u>2 1/2</u>	<u>6</u>
height extended at the Bilges	<u>6 1/2</u>	<u>6 1/2</u>	<u>6 1/2</u>	<u>6 1/2</u>	Waterways do. do.	<u>3 1/2</u>	<u>6</u>	<u>3 1/2</u>	<u>6</u>
BEAMS, Upper, Spar, or Awaiting Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<u>2 1/2 x 2 1/2</u>	<u>2 1/2 x 2 1/2</u>	<u>2 1/2</u>	<u>2 1/2</u>	Flat of Upper Deck do. do.	<u>2 1/2</u>	<u>6</u>	<u>2 1/2</u>	<u>6</u>
Single or double Angle Iron on Upper edge	<u>4 1/2</u>	<u>4 1/2</u>	<u>4 1/2</u>	<u>4 1/2</u>	How fastened to Beams	<u>2 1/2</u>	<u>6</u>	<u>2 1/2</u>	<u>6</u>
Average space	<u>44</u>	<u>44</u>	<u>44</u>	<u>44</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>
BEAMS, Main, or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<u>6 1/2</u>	<u>6 1/2</u>	<u>6 1/2</u>	<u>6 1/2</u>	Is the Stringer Plate attached to the outside plating?	<u>Yes</u>	<u>6</u>	<u>Yes</u>	<u>6</u>
Single, or double Angle Iron, on Upper Edge	<u>2 1/2 x 2 1/2</u>	<u>2 1/2 x 2 1/2</u>	<u>2 1/2</u>	<u>2 1/2</u>	Angle Irons on ditto, No. 2	<u>3 1/2 x 3 1/2</u>	<u>x 6</u>	<u>3 1/2 x 3 1/2</u>	<u>x 6</u>
Average space	<u>44</u>	<u>44</u>	<u>44</u>	<u>44</u>	Stringer or Tie Plates, outside Hatchways	<u>3 1/2 x 3 1/2</u>	<u>x 7</u>	<u>3 1/2 x 3 1/2</u>	<u>x 6</u>
BEAMS, Lower Deck, Hold, or Orlop Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<u>6 1/2</u>	<u>6 1/2</u>	<u>6 1/2</u>	<u>6 1/2</u>	Flat of Middle Deck do. do.	<u>2 1/2</u>	<u>6</u>	<u>2 1/2</u>	<u>6</u>
Single or double Angle Iron on Upper Edge	<u>2 1/2 x 2 1/2</u>	<u>2 1/2 x 2 1/2</u>	<u>2 1/2</u>	<u>2 1/2</u>	How fastened to Beams	<u>2 1/2</u>	<u>6</u>	<u>2 1/2</u>	<u>6</u>
Average space	<u>44</u>	<u>44</u>	<u>44</u>	<u>44</u>	Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	<u>22</u>	<u>6</u>	<u>22</u>	<u>6</u>
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates	<u>12</u>	<u>12</u>	<u>12</u>	<u>12</u>	Is the Stringer Plate attached to the outside plating?	<u>Yes</u>	<u>6</u>	<u>Yes</u>	<u>6</u>
" Rider Plate	<u>9</u>	<u>9</u>	<u>9</u>	<u>9</u>	Angle Irons on ditto, No. 2	<u>3 1/2 x 3 1/2</u>	<u>x 6</u>	<u>3 1/2 x 3 1/2</u>	<u>x 6</u>
" Bulb Plate to Intercoastal Keelson	<u>4</u>	<u>4</u>	<u>4</u>	<u>4</u>	Stringer or Tie Plates, outside Hatchways	<u>3 1/2 x 3 1/2</u>	<u>x 7</u>	<u>3 1/2 x 3 1/2</u>	<u>x 6</u>
" Angle Irons	<u>4</u>	<u>4</u>	<u>4</u>	<u>4</u>	Flat of Lower Deck	<u>2 1/2</u>	<u>6</u>	<u>2 1/2</u>	<u>6</u>
" Double Angle Iron Side Keelson	<u>4</u>	<u>4</u>	<u>4</u>	<u>4</u>	Ceiling betwixt Decks, thickness and material	<u>2 1/2</u>	<u>6</u>	<u>2 1/2</u>	<u>6</u>
" Side Intercoastal Plate	<u>4</u>	<u>4</u>	<u>4</u>	<u>4</u>	in hold do. do.	<u>2 1/2</u>	<u>6</u>	<u>2 1/2</u>	<u>6</u>
" do. Angle Irons	<u>4</u>	<u>4</u>	<u>4</u>	<u>4</u>	Main piece of Rudder, diameter at head	<u>4 1/2</u>	<u>4</u>	<u>4 1/2</u>	<u>4</u>
" Attached to outside plating with angle iron	<u>4</u>	<u>4</u>	<u>4</u>	<u>4</u>	do. at heel	<u>2 1/2</u>	<u>2 1/2</u>	<u>2 1/2</u>	<u>2 1/2</u>
BILGE Angle Irons	<u>4</u>	<u>4</u>	<u>4</u>	<u>4</u>	Can the Rudder be unshipped afloat?	<u>Yes</u>	<u>6</u>	<u>Yes</u>	<u>6</u>
" do. Bulb Iron	<u>4</u>	<u>4</u>	<u>4</u>	<u>4</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>
" do. Intercoastal plates riveted to plating for length	<u>4</u>	<u>4</u>	<u>4</u>	<u>4</u>	Height up <u>Upper Deck</u>	<u>Upper Deck</u>	<u>Upper Deck</u>	<u>Upper Deck</u>	<u>Upper Deck</u>
BILGE STRINGER Angle Irons	<u>4</u>	<u>4</u>	<u>4</u>	<u>4</u>	How secured to sides of ship	<u>Double frames</u>	<u>Double frames</u>	<u>Double frames</u>	<u>Double frames</u>
Intercoastal plates riveted to plating for length	<u>4</u>	<u>4</u>	<u>4</u>	<u>4</u>	Size of Vertical Angle Irons <u>3 x 2 1/2 x 6</u> and distance apart <u>30</u> ins.	<u>3 x 2 1/2 x 6</u>	<u>30</u>	<u>3 x 2 1/2 x 6</u>	<u>30</u>
SIDE STRINGER Angle Irons	<u>4</u>	<u>4</u>	<u>4</u>	<u>4</u>	Are the outside Plates doubled two spaces of Frames in length?	<u>Yes</u>	<u>6</u>	<u>Yes</u>	<u>6</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 3/4 in. Rivets, about 3 1/2 apart.
 REVERSED ANGLE IRONS on floors and frames extend from middle line to Deck Stringer and to about 13 ft alternately
 ARE the various lengths of Plates and Angle Irons properly connected? Yes And butts properly shifted? Yes
 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 1/4 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 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 3/4 in. diameter, averaging 3 1/4 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.
 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 Waterway (Explain by Sketch, if necessary.)
 of the various Decks, how secured to the sides? Triced bracket knees No. of Breasthooks, four 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 Steinhause & Co Surveyor's Signature, W. J. Humphreys
 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 21 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 to 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.										
	Fore Sails,	Chain	121.3	1 7/16	55.5	240 1 7/16 370 33 5/8	Rodgers Bowers	2791	19.2 0.	22.6 1.0	1 0	19
	Fore Top Sails,		124.7	No 246a	Dated 13th July 1876	134 1/2 1076 1076		2792	17.3.14	18.10.0.14	1 0	19
	Fore Topmast Stay Sails		110.4	1 7/16	57.2.2. 55.12.2.	1076 1076 1076		2793	13.3.0.	14.3.0.14	1 3/4	16 1/2
	Main Sails,	Empn Strm Cbl	90	9		90 1 3/8 11						
	Main Top Sails,	Hawser ...		7		7						
		Towlines ...		5		5						
		Warp ...										
		quality <i>good</i>										

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?*

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? *4 Scuppers 2 fore and 2 aft*

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?

What arrangement for shifting beams?

Hatches, If strong and efficient? *Yes*

Order for Special Survey No. <i>115</i>	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	<i>Deck 27. 1073. Scaff 17. Feb 7 5. 11. 20.</i>
Date <i>Deck 2/75</i>		2nd. On the plating during the process of riveting	<i>Mar 2. 6. 9. 12. 20. 27. Apr 3. 6. 13. 17. 20. 27</i>
Order for Ordinary Survey No. <i>—</i>		3rd. When the beams were in and fastened, and before the decks were laid....	<i>May 1. 4. 8. 11. 18. 22. 26. 29. June 1. 5. 12. 15. 19. 22. 25.</i>
Date <i>—</i>		4th. When the ship was complete, and before the plating was finally coated or cemented..	<i>29. July 4. 6. 11. 24. 1876</i>
No. <i>13</i> in builder's yard.		5th. After the ship was launched and equipped	

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 *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 : - : - is received by me,

Special ... £ 25 : 5 : - July 22. 1876

Certificate ... *Special*

(Travelling Expenses, if any, £ 6. 6. 4.) Committee's Minute *28th July 1876*

Character assigned *100 A 1*

