

# IRON SHIP.

No. 4042 Survey held at Port Glasgow Date, First Survey 31 March Last Survey 19<sup>th</sup> August

On the S/S Yacht "Robertson"

Master George Rayner

**TONNAGE** under 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 }  
 Less Crew Space }

ONE, OR TWO DECKED, THREE DECKED VESSEL.

Built at Port Glasgow

SPAR, OR AWNING-DECKED VESSEL.

When built 1876 Launched 24<sup>th</sup> June

**HALF BREADTH** (moulded) ... .. 10.45

**DEPTH** from upper part of Keel to top of Upper Deck Beams ... .. 13.25

**GIRTH** of Half Midship Frame (as per Rule) ... .. 20.35

**1st NUMBER** ... .. 46.35

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

**LENGTH** ... .. 182

**2nd NUMBER** ... .. 8435.7

**PROPORTIONS**—Breathths to Length ... .. 0.46

Depths to Length—Upper Deck to Keel ... ..

Main Deck ditto ... .. 11.93

By whom built Cunliffe & Dunlop

Owners M<sup>r</sup>. Valentine Smith

Port belonging to London

Destined Voyage

Surveyed while Building, Afloat, or in Dry Dock

Engine Room 139.2  
 Register Tonnage as cut on Beam } 180.01

**LENGTH** on deck as per Rule ... .. 182 **BREADTH**—Moulded ... .. 21.5 **DEPTH** top of Floors to Upper Deck Beams ... .. 13.25 **Power of Engines** ... .. 100 **N<sup>o</sup>. of Decks with flat laid** two **N<sup>o</sup>. of Tiers of Beams** two

Dimensions of Ship per Register, length, 193 breadth, 22 depth, 13

	Inches in Ship.			Inches per Rule.		
	Inches	16ths	Inches	16ths	Inches	16ths
<b>KEEL</b> , depth and thickness ... ..	<u>4 1/2</u>	<u>18</u>	<u>4 1/2</u>	<u>17</u>	<u>4 1/2</u>	<u>17</u>
<b>STEM</b> , moulding and thickness ... ..	<u>4 1/2</u>	<u>17</u>	<u>6 1/2</u>	<u>17</u>	<u>6 1/2</u>	<u>17</u>
<b>STERN-POST</b> for Rudder do. do. ... ..	<u>4</u>	<u>4</u>	<u>6 1/2</u>	<u>3 1/4</u>	<u>6 1/2</u>	<u>3 1/4</u>
for Propeller ... ..	<u>4</u>	<u>4</u>	<u>6 1/2</u>	<u>3 1/4</u>	<u>6 1/2</u>	<u>3 1/4</u>
Distance of Frames from moulding edge to moulding edge, all fore and aft ... ..	<u>21</u>		<u>21</u>		<u>21</u>	
<b>FRAMES</b> , Angle Iron, for 2/3 length amidships ... ..	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>
Do. for 1/3 at each end ... ..	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>
<b>REVERSED FRAMES</b> , Angle Iron ... ..	<u>2 1/2</u>	<u>2 1/2</u>	<u>2 1/2</u>	<u>2 1/2</u>	<u>2 1/2</u>	<u>2 1/2</u>
<b>FLOORS</b> , depth and thickness of Floor Plate at mid line for half length amidships ... ..	<u>2 1/2</u>	<u>5</u>	<u>13</u>	<u>6</u>	<u>2 1/2</u>	<u>5</u>
thickness at the ends of vessel ... ..	<u>4</u>		<u>6 1/2</u>		<u>4</u>	
depth at 3/4 the half-bdth. as per Rule ... ..			<u>6 1/2</u>			
height extended at the Bilges ... ..			<u>26</u>			
<b>BEAMS, Upper, Spar, or Awning Deck</b> Single or d'ble Ang. Iron, Plate or Tee Bulb Iron } Single or double Angle Iron on Upper edge } Average space ... ..	<u>4</u>	<u>3</u>	<u>5</u>	<u>3</u>	<u>3</u>	<u>5</u>
<b>BEAMS, Main, or Middle Deck</b> Single or d'ble Ang. Iron, Plate or Tee Bulb Iron } Single, or double Angle Iron, on Upper Edge } Average space ... ..	<u>4</u>	<u>2</u>	<u>5</u>	<u>3</u>	<u>3</u>	<u>5</u>
<b>BEAMS, Lower Deck, Hold, or Orlop</b> Single or d'ble Ang. Iron, Plate or Tee Bulb Iron } Single or double Angle Iron on Upper Edge } Average space ... ..	<u>4</u>	<u>3</u>	<u>5</u>			
<b>KEELSONS</b> Centre line, single or double plate, box, or Intercoastal, Plates } " Rider Plate ... .. } " Bulb Plate to Intercoastal Keelson ... .. } " Angle Irons ... .. } " Double Angle Iron Side Keelson ... .. } " Side Intercoastal Plate ... .. } " do. Angle Irons ... .. } " Attached to outside plating with angle iron	<u>20</u>	<u>6</u>	<u>6</u>	<u>6</u>	<u>6</u>	<u>6</u>
<b>BILGE</b> Angle Irons ... ..	<u>5</u>	<u>4</u>	<u>8</u>	<u>3 1/2</u>	<u>3</u>	<u>6</u>
do. Bulb Iron ... ..				<u>5</u>		<u>5</u>
do. Intercoastal plates riveted to plating for length				<u>12</u>		<u>7</u>
<b>BILGE STRINGER</b> Angle Irons ... ..				<u>3 1/2</u>	<u>3</u>	<u>6</u>
Intercoastal plates riveted to plating for length				<u>12</u>		<u>7</u>
<b>SIDE STRINGER</b> Angle Irons ... ..				<u>3 1/2</u>	<u>3</u>	<u>6</u>

	Inches in Ship.	16ths in Ship.	Inches per Rule.	16ths per Rule.
Flat Keel Plates, breadth and thickness ... ..	<u>36</u>	<u>9</u>	<u>30</u>	<u>9</u>
<b>PLATES</b> in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges of doubling at Bilge, or increased thickness, and length applied ... ..	<u>36</u>	<u>9</u>	<u>30</u>	<u>9</u>
fm up. part of Bilge to lr. edge of Sh'rstrake	<u>36</u>	<u>9</u>	<u>30</u>	<u>9</u>
Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied from Mn. to Upr. or Spar Dk. Sh'rstrake.	<u>45</u>	<u>8</u>	<u>33</u>	<u>10</u>
Up. or Spar Dk Sh'rstrake, brdth & thickness	<u>45</u>	<u>8</u>	<u>33</u>	<u>10</u>
Butt Straps to outside plating, breadth & thickness	<u>2 1/2</u>	<u>5</u>	<u>2 1/2</u>	<u>5</u>
Lengths of Plating ... ..	<u>6</u>	<u>spaces</u>	<u>5</u>	<u>spaces</u>
Shifts of Plating, and Stringers ... ..	<u>2</u>	<u>2</u>	<u>2</u>	<u>2</u>
Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness ... ..				
Angle Iron on ditto ... ..				
Tie Plates fore and aft, outside Hatchways				
Diagonal Tie Plates on Beams No. of Pairs,				
Planksheer material and scantling ... ..				
Waterways do. do. ... ..				
Flat of Upper Deck do. do. ... ..				
How fastened to Beams ... ..				
Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness ... ..	<u>38</u>	<u>7</u>	<u>30</u>	<u>7</u>
Is the Stringer Plate attached to the outside plating? <u>yes</u>				
Angle Irons on ditto, No. <u>One</u> ... ..	<u>3 1/2</u>	<u>3</u>	<u>3</u>	<u>6</u>
Tie Plates, outside Hatchways ... ..	<u>4</u>	<u>4</u>	<u>4</u>	<u>7</u>
Diagonal Tie Plates on Beams, No. of pairs	<u>4</u>	<u>4</u>	<u>4</u>	<u>7</u>
Waterways materials and scantlings	<u>1 1/2</u>	<u>5 1/2</u>		
Flat of Middle Deck do. do. <u>4 1/2</u>	<u>4 1/2</u>	<u>3</u>	<u>3 1/2</u>	
How fastened to Beams ... ..	<u>10</u>	<u>7</u>		
Stringer Plates on ends of Lower Deck, Hold or Orlop Beams ... ..	<u>10</u>	<u>7</u>		
Is the Stringer Plate attached to the outside plating? <u>no</u>				
Angle Irons on ditto, No. <u>One</u> ... ..	<u>3 1/2</u>	<u>3</u>	<u>3</u>	<u>6</u>
Stringer or Tie Plates, outside Hatchways,				
Flat of Lower Deck ... ..	<u>6</u>	<u>2</u>		
Ceiling betwixt Decks, thickness and material in hold do. <u>7 1/2</u>	<u>6</u>	<u>1 1/2</u>	<u>3 1/2</u>	
Main piece of Rudder, diameter at head do. at heel ... ..	<u>4 1/2</u>	<u>2 1/2</u>	<u>4 1/2</u>	<u>2 1/2</u>
Can the Rudder be unshipped afloat? <u>yes</u>				
Bulkheads No. <u>4</u> Thickness of <u>1/16</u> <u>4/16</u>				
Height up <u>to main deck</u>				
How secured to sides of ship <u>Double frames</u>				
Size of Vertical Angle Irons <u>2 1/2</u> x <u>2 1/2</u> x <u>1/16</u> and distance apart <u>30</u> ins.				
Are the outside Plates doubled two spaces of Frames in length? <u>yes</u>				

Transoms, material. Knight-heads. Hawse Timbers. Iron  
 Mast Harford Patent Pall Bitt

The **FRAMES** extend in one length from Keel to Gunwale Riveted through plates with 3/4 in. Rivets, about 6 apart.

The **REVERSED ANGLE IRONS** on floors and frames extend from middle line to above Hold Stringer and to Main Deck 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 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** ✓ Strakes at Bilge for ✓ length, treble riveted with Butt Straps ✓ 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.  
**Edges of Main Sheerstrake**, double or single riveted. **Upper Sheerstrake**, double or single riveted.  
**Butts of Main Sheerstrake**, double riveted for whole length amidships. Butts of Upper or Spar Sheerstrake, treble riveted ✓ length amidships.  
**Butts of Main Stringer Plate**, double riveted for whole 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 ✓

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

Waterway, how secured to Beams Screw bolts & nuts (Explain by Sketch, if necessary.)

Beams of the various Decks, how secured to the sides? welded knee plates No. of Breasthooks, 4 Crutches, 3

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

Manufacturer's name or trade mark, Beams & Angle Irons Coats, Plates Glasgow Iron Co's

The above is a correct description

Builder's Signature, Cunliffe & Dunlop Surveyor's Signature, Edmund Couchman

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

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