

IRON SHIP.

No. 4042 Survey held at Port Glasgow Date, First Survey 31 March Last Survey 19th August 1879

On the Yacht "Rochester" 30.4.19

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.

SPAR, OR AWNING-DECKED VESSEL.

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 84.35

PROPORTIONS—Breadths to Length 0.46

Depths to Length—Upper Deck to Keel

Main Deck ditto 11.93

Built at Port Glasgow

When built 1876 Launched 24 June 1876

By whom built Cunliffe & Dunlop

Owners Mr. Valentine Smith

Port belonging to London

Destined Voyage

Surveyed while Building, Afloat, or in Dry Dock

LENGTH on deck as per Rule 182 Breadth—Moulded 21.5 DEPTH top of Floors to Upper Deck Beams 13.25 Do. do. Main Deck Beams 11.93 Power of Engines 100 Horse. N° of Decks with flat laid two N° of Tiers of Beams two

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

	Inches in Ship.	Inches per Rule.
KEEL, depth and thickness	4 1/2 x 1 1/2	4 1/2 x 1 1/2
STEM, moulding and thickness	4 1/2 x 1 1/2	6 1/2 x 1 1/2
STERN-POST for Rudder do. do.	7 x 4	6 1/2 x 3 1/4
for Propeller		
Distance of Frames from moulding edge to moulding edge, all fore and aft	21	21
FRAMES, Angle Iron, for 1/2 length amidships	3 3 6	3 3 6
Do. for 1/4 at each end	3 3 5	3 3 5
REVERSED FRAMES, Angle Iron	2 1/2 2 1/2 5	2 1/2 2 1/2 5
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	24	13
thickness at the ends of vessel	4	5
depth at 3/4 the half-bdth. as per Rule	6 1/2	6 1/2
height extended at the Bilges	26	26
BEAMS, Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron		
Single or double Angle Iron on Upper edge		
Average space		
BEAMS, Main, or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	8 4 6	8 3 7
Single, or double Angle Iron, on Upper Edge		
Average space	42	42
BEAMS, Lower Deck, Hold, or Orlop Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	4 3 5	
Single or double Angle Iron on Upper Edge		
Average space	42	
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates	20	6
" Rider Plate		
" Bulb Plate to Intercoastal Keelson		
" Angle Irons	3 1/2 3 6	3 1/2 3 6
" Double Angle Iron Side Keelson		
" Side Intercoastal Plate		
" do. Angle Irons		
" Attached to outside plating with angle iron		
BILGE Angle Irons	5 4 8	3 1/2 3 6
" do. Bulb Iron		5
" do. Intercoastal plates riveted to plating for length		
BILGE STRINGER Angle Irons		3 1/2 3 6
Intercoastal plates riveted to plating for length		12
IDE STRINGER Angle Irons		3 1/2 3 6

	Inches in Ship.	16ths in Ship.	Inches per Rule.	16ths per Rule.
Flat Keel Plates, breadth and thickness				
PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges of doubling at Bilge, or increased thickness, and length applied	36	9	30	9
fm up. part of Bilge to lr. edge of Sh'rstrake		8	one stroke	8
Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied from Mn. to Up. or Spar Dk. Sh'rstrake.	45	8	33	10
Up. or Spar Dk Sh'rstrake, brdth & thickness				
Butt Straps to outside plating, breadth & thickness	9 1/2 x 1 1/2	9 1/2 x 1 1/2	9 1/2 x 1 1/2	16
Lengths of Plating	6 spaces		5 spaces	
Shifts of Plating, and Stringers	2		2	
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	38	7	30	7
Is the Stringer Plate attached to the outside plating?	yes			
Angle Irons on ditto, No. One	3 1/2 x 3 x 6	3 1/2 x 3 x 6		
Tie Plates, outside Hatchways	4	7	0	7
Diagonal Tie Plates on Beams, No. of pairs				
Waterways materials and scantlings	1 1/2 x 5 1/2		3 1/2	
Flat of Middle Deck do. do.	4 1/2 x 3			
How fastened to Beams	screws			
Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	10	7		
Is the Stringer Plate attached to the outside plating?	no			
Angle Irons on ditto, No. One	3 1/2 x 3 x 6			
Stringer or Tie Plates, outside Hatchways				
Flat of Lower Deck	6 x 2			
Ceiling betwixt Decks, thickness and material	limb			
in hold do.	6 x 1 1/2		3 1/2	
Main piece of Rudder, diameter at head	4 1/2		4 1/2	
do. at heel	2 1/2		2 1/2	
Can the Rudder be unshipped afloat?	yes			
Bulkheads No. 4 Thickness of 1/16	4 1/2			
Height up to Main Deck				
How secured to sides of ship	Double frames			
Size of Vertical Angle Irons 2 1/2 x 2 1/2 x 1/16 and distance apart	30			
Are the outside Plates doubled two spaces of Frames in length?	yes			

Transoms, material. Knight-heads. Hawse Timbers. Iron

Windlass Harp'd 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 shore 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 8 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, treble 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 double or single Riveted?

Waterway, how secured to Beams Screw bolts into (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, Edward Leachman

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

IRON 468-0020

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

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? *very few*

Masts, Bowsprit, Yards, &c., are *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 *Light Pole Masts*

16087
Iron

Tonnage
NUMBER for EQUIPMENT *300*
304

NUMBER for EQUIPMENT													
N ^o .	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Length & Size req'd per Rule.	Test req'd per Rule.	ANCHORS.	N ^o .	Weight.	Test per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
		Chain								Stock			
	Fore Sails,		91.1	1	18d27	165 fms	20 1/2	Bowers	3694	P. 0. 0. 10. 2. 2. 0	10. 2. 2. 0	8. 1. 0	10 1/2
	Fore Top Sails,		46.02	1	18d27	165 fms	20 1/2		3693	P. 0. 0. 10. 2. 2. 0	10. 2. 2. 0	8. 1. 0	10 1/2
	Fore Topmast Stay Sails												
	Main Sails,	Hmpn Strm Cbl											
	Towlines		90	5 1/2									
	Warp		90	4 1/2									
	quality		90	3									
			90	2 1/2									