

IRON SHIP. 16.892

No. *4068* Survey held at *Port Glasgow* Date, First Survey *25th Jan 76* Last Survey *19th Sept 76* 18*76*

On the ship *"Orumlaurig"* Master *James Morris*

TONNAGE under *1361.29* ONE OR TWO DECKED, THREE DECKED VESSEL.
4.54 SPAR, OR AWNING DECKED VESSEL.
 Ditto of Third, Spar, or Awning Deck. *54.61* HALF BREADTH (moulded)... *10.75*
 Ditto of Poop, or Raised Or. Dk. *21.48* DEPTH from upper part of Keel to top of Upper Deck Beam *25.5*
 Ditto of Houses on Deck *39.77* GIRTH of Half Midship Frame (as per Rule) *30.5*
 Ditto of Forecastle *1481.69* 1st NUMBER *82.25*
 Gross Tonnage *57.10* 1st NUMBER, if a THREE-DECKED VESSEL
 Less Crew Space *1424.59* [deduct 7 feet]
 Less Engine Room LENGTH *23.5*
 Register Tonnage as cut on Beam 2nd NUMBER *1932.75*
 PROPORTIONS—Breadths to Length *6.26*
 Depths to Length—Upper Deck to Keel *9.4*
 Main Deck ditto

Built at *Port Glasgow*
 When built *1876* Launched *23 Aug 1876*
 By whom built *Russell & Co*
 Owners *Gibson & Chadwick*
 Port belonging to *Liverpool*
 Destined Voyage *Rio de Janeiro*
 Surveyed while Building, Afloat, or in Dry Dock

LENGTH on deck as per Rule *235* Breadth—Moulded... *37.5* DEPTH top of Floors to Upper Deck Beams *22.95* Power of Engines *3* No. of Decks with flat laid *Two*
 Dimensions of Ship per Register, length *241.55* breadth *37.75* depth *22.65* No. of Tiers of Beams *Two*

KEEL, depth and thickness *9 1/2 x 2 1/2*
 STEM, moulding and thickness... *9 x 2 1/2*
 STERN-POST for Rudder do. do. *9 x 2 1/2*
 for Propeller
 Distance of Frames from moulding edge to moulding edge, all fore and aft *24*
 FRAMES, Angle Iron, for 3/4 length amidships *5 3/2*
 Do. for 1/4 at each end *5 3/2*
 REVERSED FRAMES, Angle Iron *3 1/2*
 FLOORS, depth and thickness of Floor Plate at mid line for half length amidships *24 1/2*
 thickness at the ends of vessel *12 1/2*
 depth at 3/4 the half-bdth. as per Rule *12 1/2*
 height extended at the Bilges... *5 1/2*
 BEAMS, Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron *9*
 Single or double Angle Iron on Upper edge *3 1/2*
 Average space... *40*
 BEAMS, Main, or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron *9*
 Single or double Angle Iron, on Upper Edge *3 1/2*
 Average space... *40*
 BEAMS, Lower Deck, Hold, or Orlop Single or d'ble Ang. Iron, Plate or Tee Bulb Iron *9*
 Single or double Angle Iron on Upper Edge *3 1/2*
 Average space... *40*
 KEELSONS Centre line, single or double plate, box, or intercostal Plates *10*
 " Rider Plate *12*
 " Bulb Plate to Intercostal Keelson *13*
 " Angle Irons *5 1/2*
 " Double Angle Iron Side Keelson *4*
 " Side Intercostal Plate *8*
 " do. Angle Irons *5 1/2*
 " Attached to outside plating with angle iron *3 1/2*
 BILGE Angle Irons *5 1/2*
 " do. Bulb Iron *5 1/2*
 " do. Intercostal plates riveted to plating for length *5 1/2*
 BILGE STRINGER Angle Irons *5 1/2*
 Intercostal plates riveted to plating for length *5 1/2*
 SIDE STRINGER Angle Irons *5 1/2*

Flat Keel Plates, breadth and thickness...
 PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges of doubling at Bilge, increased thickness, and length applied *36*
 fm up. part of Bilge to lr. edge of Sh'rstrake *10x11*
 Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied from Mn. to Up. or Spar Dk. Sh'rstrake. *40*
 Up. or Spar Dk Sh'rstrake, brdth & thickness *10x11*
 Butt Straps to outside plating, breadth & thickness *16 1/2 x 12*
 Lengths of Plating *6*
 Shifts of Plating, and Stringers... *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 *40*
 Is the Stringer Plate attached to the outside plating? *Yes*
 Angle Irons on ditto, No. *2*
 Tie Plates, outside Hatchways *13*
 Diagonal Tie Plates on Beams, No. of pairs
 Waterways materials and scantlings
 Flat of Middle Deck do. do. *4*
 How fastened to Beams *34*
 Stringer Plates on ends of Lower Deck, Hold or Orlop Beams *9*
 Is the Stringer Plate attached to the outside plating? *Yes*
 Angle Irons on ditto, No. *2*
 Stringer Tie Plates, outside Hatchways *13*
 Flat of Lower Deck *13*
 Ceiling betwixt Decks, thickness and material in hold *3 1/2*
 Main piece of Rudder, diameter at head *6 1/4*
 do. at heel *3 1/4*
 Can the Rudder be unshipped afloat? *Yes*
 Bulkheads No. *1* Thickness of *1 1/2*
 Height up *Main Deck*
 How secured to sides of ship *Double frames*
 Size of Vertical Angle Irons *3 1/2 x 3 1/2 x 4* and distance apart *20* ins.
 Are the outside Plates doubled two spaces of Frames in length? *Yes*

Transoms, material. Knight-heads. Hawse Timbers. *Iron*
 Windlass *Iron Patent* Pall Bitt

The FRAMES extend in one length from *Keel* to *Gunwale* Riveted through plates with *1/2* in. Rivets, about *7* apart.
 The REVERSED ANGLE IRONS on floors and frames extend from middle line to *Main Deck on every frame* and to *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 *1/2* in. diameter, averaging *5 1/2* ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets *1/2* in. diameter, averaging *3 3/4* ins. from centre to centre.
 Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets *1/2* in. diameter averaging *3 3/4* ins. from centre to centre.
 Butts of *Three* Strakes at Bilge for *half* length, treble riveted with Butt Straps *1 1/2* thicker than the plates they connect.
 Edges from bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets *1/2* in. diameter, averaging *3 3/4* ins. from cr. to cr.
 Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets *1/2* in. diameter, averaging *3 3/4* 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 *half* length amidships. Butts of Upper or Spar Sheerstrake, treble riveted *1/2* length amidships.
 Butts of Main Stringer Plate, treble riveted for *half* length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for *1/2* length.
 Breadth of laps of plating in double riveting *5 1/2* Breadth of laps of plating in single riveting *1 1/2*

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted?
 Waterway, how secured to Beams *Iron Gutter* (Explain by Sketch, if necessary.)
 Beams of the various Decks, how secured to the sides? *Beam ends turned down* No. of Breasthooks, *4* Crutches, *4*

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *Best*
 Manufacturer's name or trade mark *Angle Irons Messrs. Plates. Consett*

The above is a correct description.
 Builder's Signature, *Russell & Co* Surveyor's Signature, *H. J. 1800*
 Surveyor to Lloyd's Register of British and Foreign Shipping.

2000-893-0027

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 *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. *Fore Mast 83 dia 30 Main 83.10 dia 30 Mizzen 76 dia 28 Bowsprit*
23 feet dia 30 Fore Main & Mizzen Mast plates 6/16 to 5/16 } All in three plates edges single rivet
Bowsprit plates 7/16 to 5/16 } full straps outside 1/16 thicker than
Three angle Irons in each all throughout 4 1/2 x 3 x 1/16 except Mizzen Mast 4 x 3 x 1/16
19600

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Length & Size req'd per Rule.	Test req'd per Rule.	ANCHORS.	No.	Weight.	Test per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
No.	SAILES.	CABLES, &c.					Bowers		Ex. Stock.			
	Fore Sails,	Chain	13 5/8	1 7/8	63 1/2 x 100 1/2	270 lbs		3271	34.1.16	31.15.1.0	34.0.0	31.2.0
	Fore Top Sails,	Public Test 1644			Augt 1876	1146 lbs		3270	32.3.16	30.16.2.0	28.3.1.7	27.1.0
	Fore Topmast	O. G. Lewis' pro Superintendent.						3272	29.7.25	28.8.3.0		
	Stay Sails	Hemp Strm Cbl	90	1								
	Main Sails,	Hawser ...	90	9		10	Stream	1	13.2.16		13.2.0	
	Main Top Sails,	Towlines ...	90	11		6	Kedges	1	6.3.21		6.3.0	
	and	Warp ...	90	7					3.1.1		3.1.0	
		quality <i>good</i>										

Standing and Running Rigging *Wit Kumpen* sufficient in size and *good* in quality. She has *Two* Long Boat Sails and 2 other.
The Windlass is *Mermaid & Walker's Patent* Capstan, *8* Winches, and Rudder *Efficient* Pumps 2 *Iron* Patent

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? *Parts of Scuppers*

Cargo Hatchways. How formed? *Iron* *Cummers*

State size Main Hatch *16' 0" x 10' 0"* Forehatch *8' 0" x 6' 0"* Quarterhatch *8' 0" x 7' 0"*

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams? *One Shifting Beam in Main Hatch*

Hatches, If strong and efficient? *Yes*

Order for Special Survey No. *704* Date *10th Jan 1876*

Order for Ordinary Survey No. *1* Date *10th Jan 1876*

No. *7* in builder's yard. DATES of Surveys held while building as per Section 16.

General Remarks (State quality of workmanship, &c.) *This Vessel has been built in conformity with the Rules and Midship's section's longitudinal plan herewith appended which were submitted and approved by the Committee in letter dated 5th Feb 1876. The materials & workmanship are of good quality. It will be observed that the collective weight of the Bower Anchors is slightly under the requirements of the Rules.*

Fore & main lower Yards 80' dia 20' plates 6 to 4 } All in two plates edges
02 00 Toprail 0? 70' - 17' - 5 5/8 } single riveted butts
Cross Jack Yard 60' - 16' - 5 5/8 } over lapped & double
Mizzen lower Toprail Yard 53 1/2' - 14' - 5 5/8 } riveted, 1/16 plates double
in way of
slings &c

State if one, two, or three, decked vessel, or if spar, or awning 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 *Pattand Cement to above bilged Red* Outside *Red Lead & Paint*

I am of opinion this Vessel should be Classed *100 A. 1.* Subject to the Committee's approval as regards the figures in the clearance list forth above.

The amount of the Entry Fee ... £ *5: 0: 0* is received by me, *W. H. B. 1000*

Special ... £ *60: 12: 0* 19 Sept. 1876

Certificate ... £ *0: 0: 0*

(Travelling Expenses, if any, £ ...)

Committee's Minute *22nd September 1876*

Character assigned *100 A. 1.*