

# IRON SHIP.

No. *4313* Survey held at *Glasgow*

Date, First Survey *8<sup>th</sup> May*

Last Survey *1<sup>st</sup> Oct<sup>r</sup>*

1876

The Ship *"Rollo"*

Master *Geo. Pitkethly*

AGE under Tonnage Deck *528.02*  
 Ditto of Third, Spar or Awning Deck *-*  
 Ditto of Poop, or Raised Deck *77.65*  
 Ditto of Houses on Deck *5.07*  
 Ditto of Forecastle *27.70*  
 Gross Tonnage *938.44*  
 Less Crew Space *36.20*

Less Engine Room  
 Register Tonnage as cut on Beam *902.24*

ONE, OR TWO DECKED, THREE DECKED VESSEL.  
 SPAR, OR AWNING-DECKED VESSEL.  
 HALF BREADTH (moulded) *16.25*  
 DEPTH from upper part of Keel to top of Upper Deck Beams *20.00*  
 GIRTH of Half Midship Frame (as per Rule) *31.16*  
 1st NUMBER *67.41*  
 1st NUMBER, if a THREE-DECKED VESSEL [deduct 7 feet] *-*  
 LENGTH *207*  
 2nd NUMBER *13953*  
 PROPORTIONS—Breadths to Length *6.3*  
 Depths to Length—Upper Deck to Keel *-*  
 Main Deck ditto *10.3*

Built at *Glasgow*  
 When built *1876* Launched *20<sup>th</sup> Sept<sup>r</sup> 1876*  
 By whom built *Dobie & Co.*  
 Owners *Boyd & Currie*  
 Port belonging to *Melbourne*  
 Destined Voyage *Clyde to Melbourne and London*  
 Surveyed while Building, Afloat, or in Dry Dock *Yes*

LENGTH on deck as per Rule *207* Feet. Inches. BREADTH—Moulded *32* Feet. Inches. DEPTH top of Floors to Upper Deck Beams *18* Feet. Inches. 3 1/2 Power of Engines *Two* Horse. N° of Decks with flat laid *Two* N° of Tiers of Beams *Two*

Dimensions of Ship per Register, length, *216.6* breadth, *32.7* depth, *18.0*

	Inches in Ship.	Inches per Rule.		Inches in Ship.	Inches per Rule.
KEEL, depth and thickness	8 x 2 3/8	8 x 2 3/8	STEM, moulding and thickness	7 1/4 x 2 3/8	7 1/4 x 2 3/8
STERN-POST for Rudder do. do.	7 1/4 x 2 3/8	7 1/4 x 2 3/8	Distance of Frames from moulding edge to moulding edge, all fore and aft	23	23
FRAMES, Angle Iron, for 1/2 length amidships	4 x 3	4 x 3	Do. for 1/2 at each end	4 x 3	4 x 3
REVERSED FRAMES, Angle Iron	3 x 3	3 x 3	FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	20 1/2 x 8	20 1/2 x 8
BEAMS, Upper, Spar, or Awning Deck	7 1/2 x 7	7 1/2 x 7	Single or double Angle Iron, Plate or Tee Bulb Iron	3 x 3	3 x 3
BEAMS, Main, or Middle Deck	7 1/2 x 7	7 1/2 x 7	Single or double Angle Iron, on Upper Edge	3 x 3	3 x 3
BEAMS, Lower Deck, Hold, or Orlop	8 x 8	8 x 8	Single or double Angle Iron on Upper Edge	3 x 3	3 x 3
KEELSONS Centre line, single or double plate, box, or intercostal, Plates	14 x 11	14 x 11	Rider Plate	10 3/4 x 11	10 3/4 x 11
Bulb Plate to Intercostal Keelson	5 x 3 1/2	5 x 3 1/2	Angle Irons	5 x 3 1/2	5 x 3 1/2
Double Angle Iron Side Keelson	5 x 3 1/2	5 x 3 1/2	Side Intercostal Plate	3 x 3	3 x 3
Attached to outside plating with angle iron	3 x 3	3 x 3	BILGE Angle Irons	5 x 3 1/2	5 x 3 1/2
BILGE do. Bulb Iron	5 x 3 1/2	5 x 3 1/2	do. Intercostal plates riveted to plating for length	5 x 3 1/2	5 x 3 1/2
BILGE STRINGER Angle Irons	5 x 3 1/2	5 x 3 1/2	do. Intercostal plates riveted to plating for length	5 x 3 1/2	5 x 3 1/2
SIDE STRINGER Angle Irons	5 x 3 1/2	5 x 3 1/2			

Flat Keel Plates, breadth and thickness	36	10	36	10
PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges	9-8	-	9-8	-
of doubling at Bilge, or increased thickness, and length applied	-	-	-	-
fm up. part of Bilge to l. edge of Sh'rstrake	9-8	-	9-8	-
Main Sheerstrake, breadth and thickness	38	11	38	11
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	11-6	-	11-6	-
Butt Straps to outside plating, breadth & thickness	17-10	12-9	16 3/4 9 1/2	12-9
Lengths of Plating	11-6	-	9-7	-
Shifts of Plating, and Stringers	-	-	Two spaces	Two spaces
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	-	-	-	-
Plankheel 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	-	-	-	-
Is the Stringer Plate attached to the outside plating?	Yes	-	Yes	-
Angle Irons on ditto, No. 1	5 x 3 1/2 x 7	-	5 x 3 1/2 x 7	-
Tie Plates, outside Hatchways	10	9	10	9
Diagonal Tie Plates on Beams, No. of pairs	-	-	-	-
Waterways materials and scantlings	Gutter	-	4	-
Flat of Middle Deck do. do. Yellow Pine	4	-	4	-
How fastened to Beams	Not with Screws	-	-	-
Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	32 1/2	7	32 1/2	7
Is the Stringer Plate attached to the outside plating?	Yes	-	Yes	-
Angle Irons on ditto, No. 2	3 1/2 x 3 x 8	-	3 1/2 x 3 x 8	-
Stringer or Tie Plates, outside Hatchways and Flat of Lower Deck	10	8	10	8
Ceiling betwixt Decks, thickness and material	Spanning	-	2 1/2	-
in hold do. do.	3	-	3	-
Main piece of Rudder, diameter at head	5	-	5	-
do. at heel	3	-	3	-
Can the Rudder be unshipped afloat?	Yes	-	-	-
Bulkheads No. 2 Thickness of	-	-	6-5	-
Height up To Main Deck	-	-	-	-
How secured to sides of ship	By double Frames	-	-	-
Size of Vertical Angle Irons	3 x 3 x 6	-	and distance apart 30 ins.	-
Are the outside Plates doubled two spaces of Frames in length?	Yes	-	-	-

Transoms, material. Knight-heads. Hawse Timbers. *Iron*  
 Windlass *Napier's 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 *lower* 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 1/8* in. diameter, averaging *4 1/2* 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 3/8* ins. from centre to centre.  
 Butts from keel to turn of Bilge, worked carvel, double riveted; with rivets *3/4* in. diameter averaging *3 3/8* ins. from centre to centre.  
 Butts of Strakes at Bilge for *1/2* length, treble riveted with Butt Straps *1/6* thicker than the plates they connect.  
 Edges fr. ge to Main Sheerstrake, worked clencher, double ~~riveted~~ riveted; with rivets *3/4* in. diameter, averaging *3 3/8* ins. from cr. to cr.  
 Butts fr. ge to Main Sheerstrake, worked carvel, double riveted; with rivets *3/4* in. diameter, averaging *3 3/8* ins. from cr. to cr.  
 Edges of Sheerstrake, double ~~riveted~~ riveted. Upper Sheerstrake, double or single riveted.  
 Butts of Sheerstrake, treble riveted for *1/2* length amidships. Butts of Upper or Spar Sheerstrake, treble riveted *length* amidships.  
 Butts of M. Stringer Plate, treble riveted for *1/2* length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for *length* amidships.  
 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 ~~riveted~~ Riveted? *Yes*  
 Waterway, how secured to Beams *Gutter* (Explain by Sketch, if necessary.)  
 Beams of the various Decks, how secured to the sides? *By knees turned down* No. of Breasthooks, *Six* Crutches, *Five*  
 What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *Best*  
 Manufacturer's name or trade mark, *Anglo and Bulbs Dalziel* Plates *Parkhead* Floors *Consett*

The above is a correct description.  
 Owner's Signature, *Dobie & Co.* Surveyor's Signature, *Saml. Laphorn*  
 Surveyor to Lloyd's Register of British and Foreign Shipping.

1802468-0203



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? *No.* *17024* *Ln*

Masts, Bowsprit, Yards, &c., are *all* 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 *Three Masts, Ship rigged - Mizzen Topmast, Topmast and Main Mast and Royal Mast in one length, Mizzen Yards as a ship only lighter viz Crossjack 50x12 - Topmast 38x9 - Topmast 30x7 - Royal 22x6x5 1/2 designated a "Tackass Ship"*  
*Bowsprit 20 1/2 long x 25 x 17 ft. 6 in. Cap, fitted all over with 1/2 inch plate, secured to plating of Carvels with gunwale plates and to King's Head plate 3 plates in center 7 1/2 x 6 daphnograph plate 6 1/2 x 7 1/2 double riveted caps treble riveted butts.*

*Lower Mast Bowsprit, Fore & Main Yards and Lower Topmast Yards of Port Head Iron hot and cold twisted.*  
Fathoms. *21* *18 1/2* *20* *20 1/2* *21* *21 1/2* *22* *22 1/2* *23* *23 1/2* *24* *24 1/2* *25* *25 1/2* *26* *26 1/2* *27* *27 1/2* *28* *28 1/2* *29* *29 1/2* *30* *30 1/2* *31* *31 1/2* *32* *32 1/2* *33* *33 1/2* *34* *34 1/2* *35* *35 1/2* *36* *36 1/2* *37* *37 1/2* *38* *38 1/2* *39* *39 1/2* *40* *40 1/2* *41* *41 1/2* *42* *42 1/2* *43* *43 1/2* *44* *44 1/2* *45* *45 1/2* *46* *46 1/2* *47* *47 1/2* *48* *48 1/2* *49* *49 1/2* *50* *50 1/2* *51* *51 1/2* *52* *52 1/2* *53* *53 1/2* *54* *54 1/2* *55* *55 1/2* *56* *56 1/2* *57* *57 1/2* *58* *58 1/2* *59* *59 1/2* *60* *60 1/2* *61* *61 1/2* *62* *62 1/2* *63* *63 1/2* *64* *64 1/2* *65* *65 1/2* *66* *66 1/2* *67* *67 1/2* *68* *68 1/2* *69* *69 1/2* *70* *70 1/2* *71* *71 1/2* *72* *72 1/2* *73* *73 1/2* *74* *74 1/2* *75* *75 1/2* *76* *76 1/2* *77* *77 1/2* *78* *78 1/2* *79* *79 1/2* *80* *80 1/2* *81* *81 1/2* *82* *82 1/2* *83* *83 1/2* *84* *84 1/2* *85* *85 1/2* *86* *86 1/2* *87* *87 1/2* *88* *88 1/2* *89* *89 1/2* *90* *90 1/2* *91* *91 1/2* *92* *92 1/2* *93* *93 1/2* *94* *94 1/2* *95* *95 1/2* *96* *96 1/2* *97* *97 1/2* *98* *98 1/2* *99* *99 1/2* *100* *100 1/2* *101* *101 1/2* *102* *102 1/2* *103* *103 1/2* *104* *104 1/2* *105* *105 1/2* *106* *106 1/2* *107* *107 1/2* *108* *108 1/2* *109* *109 1/2* *110* *110 1/2* *111* *111 1/2* *112* *112 1/2* *113* *113 1/2* *114* *114 1/2* *115* *115 1/2* *116* *116 1/2* *117* *117 1/2* *118* *118 1/2* *119* *119 1/2* *120* *120 1/2* *121* *121 1/2* *122* *122 1/2* *123* *123 1/2* *124* *124 1/2* *125* *125 1/2* *126* *126 1/2* *127* *127 1/2* *128* *128 1/2* *129* *129 1/2* *130* *130 1/2* *131* *131 1/2* *132* *132 1/2* *133* *133 1/2* *134* *134 1/2* *135* *135 1/2* *136* *136 1/2* *137* *137 1/2* *138* *138 1/2* *139* *139 1/2* *140* *140 1/2* *141* *141 1/2* *142* *142 1/2* *143* *143 1/2* *144* *144 1/2* *145* *145 1/2* *146* *146 1/2* *147* *147 1/2* *148* *148 1/2* *149* *149 1/2* *150* *150 1/2* *151* *151 1/2* *152* *152 1/2* *153* 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*527 1/2* *528* *528 1/2* *529* *529 1/2* *530* *530 1/2* *531* *531 1/2* *532* *532 1/2* *533* *533 1/2* *534* *534 1/2* *535* *535 1/2* *536* *536 1/2* *537* *537 1/2* *538* *538 1/2* *539* *539 1/2* *540* *540 1/2* *541* *541 1/2* *542* *542 1/2* *543* *543 1/2* *544* *544 1/2* *545* *545 1/2* *546* *546 1/2* *547* *547 1/2* *548* *548 1/2* *549* *549 1/2* *550* *550 1/2* *551* *551 1/2* *552* *552 1/2* *553* *553 1/2* *554* *554 1/2* *555* *555 1/2* *556* *556 1/2* *557* *557 1/2* *558* *558 1/2* *559*