

# IRON SHIP.

No. 313 Survey held at Glasgow

Date, First Survey 5<sup>th</sup> May

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

1876

The Ship "Rollo"

Master Geo. Pitkethly

AGE under Tonnage Deck	528.02	ONE, OR TWO DECKED, THREE DECKED VESSEL.
Ditto of Third, Spar, or Awning Deck	-	SPAR, OR AWNING DECKED VESSEL.
Ditto of Poop, or Raised Deck	77.65	HALF BREADTH (moulded) .. .. . Feet. 16.25
Ditto of Houses on Deck	5.04	DEPTH from upper part of Keel to top of Upper Deck Beams 20.00
Ditto of Forecastle	27.70	GIRTH of Half Midship Frame (as per Rule) .. . 31.16
Gross Tonnage	938.44	1st NUMBER .. .. . 67.41
Less Crew Space	36.20	1st NUMBER, if a THREE DECKED VESSEL [deduct 7 feet] -
Less Engine Room	-	LENGTH .. .. . 207
Register Tonnage as cut on Beam	902.24	2nd NUMBER .. .. . 13953
		PROPORTIONS—Breathths 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 1876  
 By whom built Dobie & Co  
 Owners Boyd & Currie  
 Port belonging to Melbourne  
 Destined Voyage Cape to Melbourne and London  
 Surveyed while Building, Afloat, or in Dock Yes

LENGTH on deck as per Rule	207	BREADTH—Moulded	32	DEPTH top of Floors to Upper Deck Beams	18	Power of Engines	3 1/2	Horse	-	Nº. of Decks with flat laid	Two	Nº. of Tiers of Beams	Two
----------------------------	-----	-----------------	----	---	----	------------------	-------	-------	---	-----------------------------	-----	-----------------------	-----

Dimensions of Ship per Register, length, 216.6 breadth, 32.7 depth, 18.0		Inches in Ship		Per Section's rule		Inches per Rule		16ths per Rule		16ths per Rule	
Feet.	Inches.	Feet.	Inches.	Inches	Inches	Inches	Inches	Inches	Inches	Inches	Inches
KEEL, depth and thickness	8 x 2 3/8	8	2 3/8	8	2 3/8	8	2 3/8	8	2 3/8	8	2 3/8
STEM, moulding and thickness	7 1/4 x 2 3/8	7 1/4	2 3/8	7 1/4	2 3/8	7 1/4	2 3/8	7 1/4	2 3/8	7 1/4	2 3/8
STERN-POST for Rudder do. do.	7 1/4 x 2 3/8	7 1/4	2 3/8	7 1/4	2 3/8	7 1/4	2 3/8	7 1/4	2 3/8	7 1/4	2 3/8
Distance of Frames from moulding edge to moulding edge, all fore and aft	23	23		23		23		23		23	
FRAMES, Angle Iron, for 3/4 length amidships	4 x 3	4	3	4	3	4	3	4	3	4	3
Do. for 1/2 at each end	4 x 3	4	3	4	3	4	3	4	3	4	3
REVERSED FRAMES, Angle Iron	3 x 3	3	3	3	3	3	3	3	3	3	3
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	20 1/2 x 8	20 1/2	8	20 1/2	8	20 1/2	8	20 1/2	8	20 1/2	8
thickness at the ends of vessel	-	-	-	-	-	-	-	-	-	-	-
depth at 3/4 the half-bdth. as per Rule	10 1/4	10 1/4		10 1/4		10 1/4		10 1/4		10 1/4	
height extended at the Bilges	Twice	Twice		Twice		Twice		Twice		Twice	
BEAMS, Upper, Spar, or Awning Deck	7 1/2 x 7	7 1/2	7	7 1/2	7	7 1/2	7	7 1/2	7	7 1/2	7
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	3 x 3	3	3	3	3	3	3	3	3	3	3
Single or double Angle Iron on Upper edge	46	46		46		46		46		46	
Average space	-	-		-		-		-		-	
BEAMS, Main, or Middle Deck	8 x 8	8	8	8	8	8	8	8	8	8	8
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	3 x 3	3	3	3	3	3	3	3	3	3	3
Single or double Angle Iron on Upper edge	46	46		46		46		46		46	
Average space	-	-		-		-		-		-	
BEAMS, Lower Deck, Hold, or Orlop	14 x 11	14	11	14	11	14	11	14	11	14	11
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	5 x 3 1/2	5	3 1/2	5	3 1/2	5	3 1/2	5	3 1/2	5	3 1/2
Single or double Angle Iron on Upper edge	5	5		5		5		5		5	
Average space	-	-		-		-		-		-	
KEELSONS Centre line, single or double plate, box, or intercostal, Plates	10 3/4 x 11	10 3/4	11	10 3/4	11	10 3/4	11	10 3/4	11	10 3/4	11
" Rider Plate	5 x 3 1/2	5	3 1/2	5	3 1/2	5	3 1/2	5	3 1/2	5	3 1/2
" Bulb Plate to Intercostal Keelson	5	5		5		5		5		5	
" Angle Irons	5	5		5		5		5		5	
" Double Angle Iron Side Keelson	5	5		5		5		5		5	
" Side Intercostal Plate	3	3		3		3		3		3	
" do. Angle Irons	3	3		3		3		3		3	
" Attached to outside plating with angle iron	5	5		5		5		5		5	
BILGE Angle Irons	5	5		5		5		5		5	
do. Bulb Iron	5	5		5		5		5		5	
do. Intercostal plates riveted to plating for length	5	5		5		5		5		5	
BILGE STRINGER Angle Irons	5	5		5		5		5		5	
Intercostal plates riveted to plating for length	5	5		5		5		5		5	
SIDE STRINGER Angle Irons	-	-		-		-		-		-	

Flat Keel Plates, breadth and thickness	Inches in Ship	16ths in Ship	Inches per Rule	16ths per Rule
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	10	36	10
fm up. part of Bilge to l. edge of Sh'rstrake	-	-	-	-
Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied from Mn. to Up. or Spar Dk. Sh'rstrake	38	11	38	11
Up. or Spar Dk. Sh'rstrake, breadth & thickness	46	-	-	-
Butt Straps to outside plating, breadth & thickness	17-10	12-9	16 3/4	12-9
Lengths of Plating	11.6	-	-	-
Shifts of Plating, and Stringers	-	-	-	-
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	-	-	-	-
Plankfloor material and scantling	-	-	-	-
Waterways do. do.	-	-	-	-
Flat of Upper Deck 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	10	5 x 3 1/2 x 7	10
Tie Plates, outside Hatchways	-	-	-	-
Diagonal Tie Plates on Beams, No. of pairs	-	-	-	-
Waterways materials and scantlings	Gutter	-	Gutter	-
Flat of Middle Deck do. do. Yellow Pine	4	-	4	-
How fastened to Beams	Plate & Screws	-	Plate & 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	10	3 1/2 x 3 x 8	10
Stringer or Tie Plates, outside Hatchways and Flat of Lower Deck	3	-	3	-
Ceiling betwixt Decks, thickness and material	Spanning	-	Spanning	-
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	-	Yes	-
Bulkheads No. 2 Thickness of	6-5	-	6-5	-
Height up to Main Deck	-	-	-	-
How secured to sides of ship	By double Frames	-	By double Frames	-
Size of Vertical Angle Irons	3 x 3 x 6	-	3 x 3 x 6	-
and distance apart	30 ins.	-	30 ins.	-
Are the outside Plates doubled two spaces of Frames in length?	Yes	-	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 1/8 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 from Bilge to Main Sheerstrake, worked clencher, double ~~riveted~~ riveted; with rivets 3/4 in. diameter, averaging 3 3/8 ins. from cr. to cr.

Butts from Bilge 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 1/2 length amidships.

Butts of Main Sheerstrake, treble riveted for 1/2 length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for 1/2 length.

Breadth of laps of plating in double riveting 4 1/2 and 1/2 Breadth of laps of plating in single riveting -

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double ~~riveted~~ Riveted?

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. Lanthorn

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

1892468-0203

**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 22x6x5/8 designated a Tackass Ship*

*Lower Masts, Bowsprit, Fore & Main Yards and Lower Yards, Gang of Porthead Iron hot and cold tested.*

No.	SAILS.	CABLES, &c.	Fathoms.	Test per Certificate.	Length & Size req'd pr Rule.	Test req'd per Rule.	ANCHORS.		Test per Certificate	Wght req'd per Rule.	Test req'd per Rule.
							No.	Weight. Ex. Stock.			
	Fore Sails,	270 $1\frac{11}{16}$		51/4	270-1 11/16	51/4	Bowers	1	27.5.3.0	27 3/4	26 18/20
	Fore Top Sails,	15 fathoms to		71 3/4		71 3/4	stock	1	6.0.2.2		
	Fore Topmast Stay Sails	Iron		90 15/16	90-15/16 Iron or 10 Hemp		stock	1	28.0.6.2	27 3/4	26 18/20
	Main Sails,	Hemp		90			stock	1	23.3.15	23 1/2	23 10/20
	Main Top Sails,	Warp		90	90-9		stock	1	4.1.6		
				90	90-5/2		Stream	1	11.0.9		
				90			Kedges	1	5.2.0		
				90				1	2.3.4		
									Total	79	

and Standing and Running Rigging *Best selected Charcoal Wire & Hemp* sufficient in size and good in quality. She has *Four Long Boat Sails*  
 The Windlass is *Good* Capstans *3 good* and Rudder *Good* Pumps *Wallaces*

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? *Three Ports, Three Scuppers and two Side Pipes each side*

Cargo Hatchways.—How formed? *Plate and Angle iron*  
 State size *Main Hatch 15 x 3.10* Forehatch *5.6 x 5.0* Quarterhatch *5.6 x 5.0*

If of extraordinary size, state how framed and secured? *Portable Beams at Main Hatch*  
 What arrangement for shifting beams? —  
 If strong and efficient? *Yes*

Order for Ordinary Survey	DATE	Surveyors	held with building as per Section 18.	1st.	2nd.	3rd.	4th.	5th.
No. <i>88</i> in builder's yard.	<i>29/96</i>	<i>No. 1168</i>		On the several parts of the frames, when in place, and before the plating was wrought	On the plating during the process of riveting	When the beams were in and fastened,	When the ship was complete, and before the plating was finally coated or cemented..	After the ship was launched and equipped
				<i>1876 - May 8, 11, 15, 16, 23, 26, 30</i>	<i>June 2, 6, 9, 12, 15, 19</i>	<i>June 24, 26, 29</i>	<i>July 4, 6, 11, 21, 25, 26</i>	<i>Aug 1, 7, 9</i>
						<i>Sept 11, 15, 18, 22, 26, 29</i>	<i>Sept 1, 4, 8, 12, 14</i>	<i>Sept 18, 20, 22, 26, Oct 1</i>

**General Remarks** (State quality of workmanship, &c.)  
*The workmanship is of good quality - Built in accordance with the midship and longitudinal sketches herewith approved per Secretary's Letter of 24<sup>th</sup> Feby, 1876 and in general conformity with the Rules with a view to the grade contemplated*

*Fitted with Poop 38' 0" long Midship House 20' x 12' 6", Forecastle 29' 0" long*  
 State if one, two, or three, decked vessel, or if spar, or running decked; and the lengths of poop & forecastle, or raised quarter deck, and the length of double, or part double bottom *as above*

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, *J. J. J.*  
 Special ... £ *45* : 2 : *Oct 1876*  
 Certificate ... *gratis*

(Travelling Expenses, if any, £ ... )  
 Committee's Minute *6<sup>th</sup> October 1876*  
 Character assigned *100 A 1*  
*J. J. J.*

