

I R O N S H I P.

Re 22/1/76

No. 4306 Survey held at Glasgow Date, First Survey 26th April Last Survey 27th Sept. 1876

On the Barque West Glen Master Wm. Thomson

TONNAGE under Tonnage Deck } <u>696.20</u>	ONE, OR TWO DECKED, THREE DECKED VESSEL.	Built at <u>Glasgow</u>	
Ditto of Third, Spar, or Awning Deck. } <u>9.71</u>	SPAR, OR AWNING DECKED VESSEL.	When built <u>1876</u>	Launched <u>22nd Sept. 1876</u>
Ditto of Poop, or Raised Qr. Dk. } <u>14.19</u>	HALF BREADTH (moulded) <u>15.50</u>	By whom built <u>Dobie & Co.</u>	
Ditto of Houses on Deck } <u>14.19</u>	DEPTH from upper part of Keel to top of Upper Deck Beams <u>20.42</u>	Ownership <u>L. Hodgson of Dalkeith</u>	
Ditto of Forecastle } <u>720.10</u>	GIRTH of Half Midship Frame (as per Rule) <u>31.46</u>	Port belonging to <u>Liverpool</u>	
Gross Tonnage } <u>720.10</u>	1st NUMBER <u>67.38</u>	Destined Voyage <u>Valparaiso</u>	
Less Crew Space } <u>20.12</u>	1st NUMBER, if a THREE DECKED VESSEL [deduct 7 feet] <u>11909</u>	Surveyed while Building, Afloat, or in the Dry Dock. <u>Yes</u>	
Less Engine Room } <u>699.98</u>	LENGTH <u>176.75</u>		
Register Tonnage as cut on Beam } <u>699.98</u>	2nd NUMBER <u>11909</u>		
	PROPORTIONS —Breaths to Length <u>5.70</u>		
	Depths to Length —Upper Deck to Keel <u>11.65</u>		
	Main Deck ditto <u>8.65</u>		

LENGTH on deck as per Rule <u>176</u> <u>9</u>	BREADTH —Moulded <u>31</u> <u>—</u>	DEPTH top of Floors to Upper Deck Beams <u>18</u> <u>8 1/2</u>	Power of Engines <u>—</u>	Horse. <u>—</u>	N^o. of Decks with flat laid <u>One</u>	N^o. of Tiers of Beams <u>Two</u>
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Dimensions of Ship per Register, length, 188.4 breadth, 31.1 depth, 18.65

	Feet.		Inches.		Feet.		Inches.		Feet.		Inches.		Per Section	Flat Keel Plates, breadth and thickness	Inches. In Ship.	16ths. In Ship.	Inches. per Rule.	16ths. per Rule.
	Inches.																	
KEEL , depth and thickness	8	2 3/8	8	2 3/8	8	2 3/8	8	2 3/8	8	2 3/8	8	2 3/8		34 1/2	10	32	10	
STEM , moulding and thickness	7	2 3/8	7	2 3/8	7	2 3/8	7	2 3/8	7	2 3/8	7	2 3/8		—	9-8	—	9-8	
STERN-POST for Rudder do. do.	7	2 3/8	7	2 3/8	7	2 3/8	7	2 3/8	7	2 3/8	7	2 3/8		—	—	—	—	
for Propeller	—	—	—	—	—	—	—	—	—	—	—	—		—	—	—	—	
Distance of Frames from moulding edge to moulding edge, all fore and aft	22	—	22	—	22	—	22	—	22	—	22	—		—	—	—	—	
FRAMES , Angle Iron, for 2/3 length amidships	4	3	4	3	4	3	4	3	4	3	4	3		—	—	—	—	
Do. for 1/3 at each end	4	3	4	3	4	3	4	3	4	3	4	3		—	—	—	—	
REVERSED FRAMES , Angle Iron	3	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	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	—	7	—	7	—	7	—	7	—	7	—	7		—	—	—	—	
depth at 2/3 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	—	—	—	—	—	—	—	—	—	—	—	—		—	—	—	—	
Single or double Angle Iron, Plate or Tee Bulb Iron	—	—	—	—	—	—	—	—	—	—	—	—		—	—	—	—	
Single or double Angle Iron on Upper edge	—	—	—	—	—	—	—	—	—	—	—	—		—	—	—	—	
Average space	44	—	44	—	44	—	44	—	44	—	44	—		—	—	—	—	
BEAMS , Main, or Middle Deck	7	7	7	7	7	7	7	7	7	7	7	7		—	—	—	—	
Single or double Angle Iron, Plate or Tee Bulb Iron	—	—	—	—	—	—	—	—	—	—	—	—		—	—	—	—	
Single or double Angle Iron, on Upper Edge	3	3	3	3	3	3	3	3	3	3	3	3		—	—	—	—	
Average space	44	—	44	—	44	—	44	—	44	—	44	—		—	—	—	—	
BEAMS , Lower Deck, Hold, or Orlop	7 1/2	7	7 1/2	7	7 1/2	7	7 1/2	7	7 1/2	7	7 1/2	7		—	—	—	—	
Single or double Angle Iron, Plate or Tee Bulb Iron	—	—	—	—	—	—	—	—	—	—	—	—		—	—	—	—	
Single or double Angle Iron on Upper Edge	3	3	3	3	3	3	3	3	3	3	3	3		—	—	—	—	
Average space	44	—	44	—	44	—	44	—	44	—	44	—		—	—	—	—	
KEELSONS Centre line, single or double plate, box, or Intercostal, Plates	13	10	13	10	13	10	13	10	13	10	13	10		—	—	—	—	
" Rider Plate	10	10	10	10	10	10	10	10	10	10	10	10		—	—	—	—	
" Bulb Plate to Intercostal Keelson	—	—	—	—	—	—	—	—	—	—	—	—		—	—	—	—	
" Angle Irons	4 1/2	3 1/2	4 1/2	3 1/2	4 1/2	3 1/2	4 1/2	3 1/2	4 1/2	3 1/2	4 1/2	3 1/2		—	—	—	—	
" Double Angle Iron Side Keelson	—	—	—	—	—	—	—	—	—	—	—	—		—	—	—	—	
" Side Intercostal Plate	—	6	—	6	—	6	—	6	—	6	—	6		—	—	—	—	
" do. Angle Irons	—	—	—	—	—	—	—	—	—	—	—	—		—	—	—	—	
" Attached to outside plating with angle iron	—	—	—	—	—	—	—	—	—	—	—	—		—	—	—	—	
BILGE Angle Irons	3 1/2	3	3 1/2	3	3 1/2	3	3 1/2	3	3 1/2	3	3 1/2	3		—	—	—	—	
" do. Bulb Iron	7	7	7	7	7	7	7	7	7	7	7	7		—	—	—	—	
" do. Intercostal plates riveted to plating for length	—	—	—	—	—	—	—	—	—	—	—	—		—	—	—	—	
BILGE STRINGER Angle Irons	4 1/2	3 1/2	4 1/2	3 1/2	4 1/2	3 1/2	4 1/2	3 1/2	4 1/2	3 1/2	4 1/2	3 1/2		—	—	—	—	
Intercostal plates riveted to plating for length	—	—	—	—	—	—	—	—	—	—	—	—		—	—	—	—	
SIDE STRINGER Angle Irons	—	—	—	—	—	—	—	—	—	—	—	—		—	—	—	—	

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

Windlass British Oak Pall Bitt Iron

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 deck 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 2 Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 1/16 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 Main Sheerstrake, double ~~riveted~~ riveted. **Upper Sheerstrake**, double or single riveted.

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

Butts of Main Stringer Plate, treble riveted for 1/2 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 No angle riveting

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double ~~or 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, Angles and Bulbs, Dalziel, Plates Corbett

The above is a correct description.

Builder's Signature, Dobie & Co. Surveyor's Signature, James Laphroan

Surveyor to Lloyd's Register of British and Foreign Shipping (Row 468-0269)

Official Number

Not recorded 27/9/76

2000 (9-5751)

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? *A few* 170725

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 Barque Rigged*
Jean Consett, B. Bowsprit 32 x 25 at Bed, 17 1/2 at Cap, 19 at Heel - 3 plates in Circle $\frac{62.5}{16}$ } double riveted edges
Hol & Cold heated Fore Mast 69.9 x 25 at Partners 17 1/2 at Heel 19 at Heel - 3 do } $\frac{74.6}{16}$ } treble riveted Butts
Vitch Pine Main Mast 71.6 x 25 " " 17 1/2 " " 19 " " 3 " do }
Jean Consett, Brest Mizzen Mast 69.9 x 18 } 2 plates in circle $\frac{56.3}{16}$ } single riveted edges
 Fore & Main Yards 6 1/2 x 16 } do } $\frac{46.2}{16}$ } treble riveted Butts
 S. Topail 57 x 14 1/2 } 2 "

NUMBER for EQUIPMENT 12703				ANCHORS.		No.		Weight.		Test per Certificate		Wght req'd per Rule.		Test req'd per Rule.	
No.	SAILS.	CABLES &c.	Fathoms.	Inches.	Length & Size req'd pr Rule.	Test req'd per Rule.	No.	Weight. Ex. Stock.	Test per Certificate	Wght req'd per Rule.	Test req'd per Rule.	Wght req'd per Rule.	Test req'd per Rule.	Test req'd per Rule.	
	Fore Sails,	Chain	270	1 9/16	270-1 9/16	43 9/10	Bowers	24.0.0	23 7/8	23 1/2	23 10/20				
	Fore Top Sails,	3 links out of each 15 fathoms			Breaking Test 61 1/4		Stock	5.3.14							
	Fore Topmast Stay Sails	Stream of 61 1/4 tons					1	23.2.14	23.11.3.14	23 1/2	23 10/20				
	Main Sails,	Hmpn Strm Cbl	90	1 4/16	90-1 4/16	43 9/10	1	5.3.0							
	Main Top Sails,	Hawser ...	90	9	90-8		1	20.2.0	21 3/6	20	20 14/20				
	and	Towlines ...	90	7 1/2	90-5		1	5.1.0							
		Warp ...	90	5			Total	68.0.14	Total	67					
		quality <i>New</i>	90				Stream	10.1.17	10.10.0	10					
							Kedges	5.1.10	6.11.1	5					
							1	2.2.0	4.10.0	2 1/2					

Standing and Running Rigging *Wire & Hemp* sufficient in size and *good* in quality. She has *Four* ~~Long~~ Boatsand
 The Windlass is *Good* Capstan *Good* and Rudder *Good* Pumps *Hayes Fair & Co. Good*

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 side ports, three scuppers and two side pipes each side*

Cargo Hatchways.—How formed? *Plato and Angle iron*

State size **Main Hatch** *14.8 x 10* Forehatch *5.6 x 5.0* Quarterhatch *5.6 x 5.0*

If of extraordinary size, state how framed and secured? *A portable Beam at Main Hatch*

What arrangement for shifting beams? *—*

Hatches, If strong and efficient? *Yes*

Order for Special Survey No. *167* *1876 - April 26. 29, May 3. 8. 11. 15. 16. 27*
 Date *March 29/76* *May 26. 30, June 1. 6. 9. 12. 19. 24*
 Order for Ordinary Survey No. *2* *June 26. 29, July 4. 6. 11. 21. 25*
 Date *—* *Augt. 1. 7. 9. 11. 15. 21. 22. 28*
 No. *87* in builder's yard. *Sept. 1. 7. 14. 20. 27*

General Remarks (State quality of workmanship, &c.)
The workmanship is of good quality - Built in accordance with Midship and Longitudinal Sketches herewith approved per Secretary's Letter of 8th Feby. 1876 and in general conformity with the Rules with a view to the grade contemplated

Fitted with Quarter Deck 35 feet long raised above Main Deck 15 ins. Midship House 28' x 10' 9" and Anchor deck forward 19 ft long.

State if one, two, or three, decked vessel, or if spar, or awning decked, and the lengths of poop, fore-castle, or raised quarter deck, and the length of double, or part double bottom.
 How are the surfaces preserved from oxidation? Inside *Cement and Paint* Outside *Paint*

I am of opinion this Vessel should be Classed *100 A1*

The amount of the Entry Fee ... £ *5* : : : is received by me, *Saml Laphorn*
 Special ... £ *35* : : : *Sept. 1876*
 Certificate ... *—*

(Travelling Expenses, if any, £ *—*.)
 Committee's Minute *29 September 1876*

... assigned *TRM*

