

# IRON SHIP.

No. *4135* Survey held at *Port Glasgow* Date, First Survey *18<sup>th</sup> Oct 1876* Last Survey *15<sup>th</sup> Jan 1877*

The *Baque Lindores Abbey* Master *Mitchinson*

AGE under *809.20* ONE, OR TWO DECKED, THREE DECKED VESSEL.  
 of Third, Spar, *53.30* SPAR, OR AWNING DECKED VESSEL.  
 of Poop, or *17.34* HALF BREADTH (moulded) *16.25*  
 of Or. Dk. *6.44* DEPTH from upper part of Keel to top of Upper Deck Beam *21.5*  
 Houses *886.39* GIRTH of Half Midship Frame (as per Rule) *32.75*  
 on Deck *23.83* 1st NUMBER *70.5*  
 of Forecastle *862.56* 1st NUMBER, if a THREE-DECKED VESSEL  
 Tonnage *886.39* [deduct 1<sup>st</sup> Feet] *188.8*  
 Crew Space *23.83* 2nd NUMBER *13.310*  
 Engine Room PROPORTIONS—Breadths to Length *5.8*  
 Register Tonnage *862.56* Depths to Length—Upper Deck to Keel *8.7*  
 as out on Beam

Built at *Port Glasgow*  
 When built *1876:77* Launched *4<sup>th</sup> Jan 1877*  
 By whom built *Robert Duncan & Co*  
 Owners *John Renton*  
 Port belonging to *Glasgow*  
 Destined Voyage *Sydney*  
 Surveyed while Building, Afloat, or in Dry Dock

LENGTH on deck as per Rule *188.8* Feet. Inches. BREADTH—Moulded... *32.5* Feet. Inches. DEPTH top of Floors to Upper Deck Beams... *19.7* Feet. Inches. Power of Engines... *5* Horse. N<sup>o</sup>. of Decks with flat laid *One & One* N<sup>o</sup>. of Tiers of Beams

Dimensions of Ship per Register, length, *197.5* breadth, *32.6* depth, *19.5*

	Inches in Ship.	Inches per Rule.
KEEL, depth and thickness	<i>8 1/2 x 2 3/8</i>	<i>8 x 2 3/8</i>
TEMP, moulding and thickness	<i>7 1/2 x 2 3/8</i>	<i>7 1/2 x 2 3/8</i>
TERN-POST for Rudder do. do.	<i>7 1/2 x 2 3/8</i>	<i>7 1/2 x 2 3/8</i>
for Propeller	<i>23</i>	<i>(Class 100A)</i>
Distance of Frames from moulding edge to moulding edge, all fore and aft	<i>23</i>	
FRAMES, Angle Iron, for 1/2 length amidships	<i>4 1/2 x 3</i>	<i>4 1/2 x 3</i>
Do. for 1/2 at each end	<i>4 1/2 x 3</i>	<i>4 1/2 x 3</i>
EVERSED FRAMES, Angle Iron	<i>3 x 3</i>	<i>3 x 3</i>
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	<i>21 1/2</i>	<i>21 1/2</i>
thickness at the ends of vessel	<i>11</i>	<i>10 3/4</i>
depth at 3/4 the half-bdth. as per Rule	<i>54</i>	<i>43</i>
height extended at the Bilges		
BEAMS, Upper, Spar, or Awning Deck Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron		
Angle or double Angle Iron on Upper edge		
Average space		
BEAMS, Main, or Middle Deck Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron	<i>7 1/2</i>	<i>7 1/2</i>
Angle or double Angle Iron, on Upper Edge	<i>3 1/2</i>	<i>3 1/2</i>
Average space	<i>46</i>	<i>46</i>
BEAMS, Lower Deck, Hold, or Orlop Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron	<i>8</i>	<i>8</i>
Angle or double Angle Iron on Upper Edge	<i>3</i>	<i>3</i>
Average space	<i>46</i>	<i>46</i>
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates	<i>14</i>	<i>14</i>
Rider Plate	<i>10 3/4</i>	<i>10 3/4</i>
Bulb Plate to Intercoastal Keelson		
Angle Irons	<i>5</i>	<i>5</i>
Double Angle Iron Side Keelson	<i>5</i>	<i>5</i>
Side Intercoastal Plate (10 inch)	<i>5</i>	<i>5</i>
do. Angle Irons		
Attached to outside plating with angle iron		
ANGLE Angle Irons	<i>5</i>	<i>5</i>
do. Bulb Iron	<i>5 1/2</i>	<i>5 1/2</i>
do. Intercoastal plates riveted to plating for length		
ANGLE STRINGER Angle Irons	<i>5</i>	<i>5</i>
Intercoastal plates riveted to plating for length		
ANGLE STRINGER Angle Irons		

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	<i>34</i>	<i>10</i>
from 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.	<i>36</i>	<i>11</i>
Up. or Spar Dk Sh'rstrake, brdth & thickness		
Butt Straps to outside plating, breadth & thickness	<i>8 1/2 x 10</i>	<i>8 1/2 x 10</i>
Lengths of Plating	<i>6 1/2</i>	<i>16 1/2</i>
Shifts of Plating, and Stringers	<i>2</i>	<i>2</i>
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	<i>36</i>	<i>9</i>
Is the Stringer Plate attached to the outside plating?	<i>Yes</i>	
Angle Irons on ditto, No. <i>one</i>	<i>5 x 3 1/2 x 7</i>	<i>5 x 3 1/2 x 7</i>
Tie Plates, outside Hatchways	<i>10</i>	<i>10</i>
Diagonal Tie Plates on Beams, No. of pairs		
Waterways materials and scantlings		
Flat of Middle Deck do. do. <i>Yes: Pine</i>	<i>4</i>	<i>3 1/2</i>
How fastened to Beams	<i>new bolted into</i>	
Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	<i>20</i>	<i>20</i>
Is the Stringer Plate attached to the outside plating?	<i>Yes</i>	
Angle Irons on ditto, No. <i>2</i>	<i>3 1/2 x 3 1/2 x 8</i>	<i>3 1/2 x 3 1/2 x 8</i>
Stringer or Tie Plates, outside Hatchways	<i>10</i>	<i>10</i>
Flat of Lower Deck <i>W. Pine</i>	<i>3</i>	
Ceiling betwixt Decks, thickness and material in hold do. do.	<i>2 1/2</i>	<i>2 1/2</i>
Main piece of Rudder, diameter at head do. at heel	<i>5</i>	<i>3</i>
Can the Rudder be unshipped afloat?	<i>Yes</i>	
Bulkheads No. <i>one</i> Thickness of <i>6/16</i>		
Height up <i>Main Deck</i>		
How secured to sides of ship <i>Double plates</i>		
Size of Vertical Angle Irons <i>3 x 3 x 3/16</i> and distance apart <i>30</i> ins.		
Are the outside Plates doubled two spaces of Frames in length?	<i>Yes</i>	

Keelsons, material. Knight-heads. Hawse Timbers. *Iron*

Class *Greenheart* Pall Bitt *Greenheart*

FRAMES extend in one length from *Keel* to *Gunwale*

EVERSED ANGLE IRONS on floors and frames extend from middle line to *above Hold Beams* and to *Main Deck* alternately

KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? *Yes* And butts properly shifted?

PLATING. Garboard, double riveted to Keel, with rivets *1/8* 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 *3/4* in. diameter, averaging *5 1/2* ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets *3/4* in. diameter averaging *5 1/2* ins. from centre to centre.

Butts of *Three* Strakes at Bilge for *half* length, treble riveted with Butt Straps *1/16* thicker than the

Edges from bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets *3/4* in. diameter averaging *5 1/2* ins. from centre to centre.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets *3/4* in. diameter averaging *5 1/2* ins. from centre to centre.

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 for *half* length amidships.

Butts of Main Stringer Plate, treble riveted for *half* length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for *half* length amidships.

Breadth of laps of plating in double riveting *1/2* Breadth of laps of plating in single riveting

Plates of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? *Yes*

How secured to Beams *Iron Gutter* (Explain by Sketch, if necessary.)

How the various Decks, how secured to the sides? *Beam ends turned down*

Description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *Angle Iron Casts. Plates Consents*

Manufacturer's name or trade mark *Angle Iron Casts. Plates Consents*

above is a correct description.

Signature, *Robert Mitchell* Surveyor's Signature, *Robert Mitchell*

Surveyor to Lloyd's



anship. Are the butts of plating planed or otherwise fitted? *Planed*  
The edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies? *Yes*  
The fillings between the ribs and plates solid single pieces? *Yes*  
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*

176929m

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 70' 10" Dia 26" Main 74' 3" Dia 26" Miz 72' 10" Dia 20" Bowsprit 20' Dia 25"*

*Fore & Main Mast & Bowsprit 1/16 to 1/8" In two plates edges single riveted butts double & treble in 1/8" to 1/16" the Mizzen Mast 1/16 to 1/8" 3 angle Iron in each 3x3x4 except those in Mizzen 2 1/2 x 2 1/2"*

NUMBER for EQUIPMENT 14197		Fathoms.	Inches.	Test per Certificate.	Length & Size req'd per Rule.	Test req'd per Rule.	ANCHORS.	N <sup>o</sup> .	Weight. Ex. Stock.	Test per Certificate.	Weight req'd per Rule.	Test per Rule.
N <sup>o</sup> .	SAILS.	CABLES, &c.										
	Fore Sails,	Chain										
	Fore Top Sails,	Dipton										
	Fore Topmast Stay Sails,	Samuel Treganna Superintendent										
	Main Sails,	Hemp Strm Cbl										
	Main Top Sails,	Hawser										
		Towlines										
		Warp										
		quality										

ing and Running Rigging *Wire Hempen* sufficient in size and *good* in quality. She has *one* Long Boat and *3* other  
Windlass is *efficient* Capstans *3* winches and Rudder *efficient* Pumps *2*

Room Skylights. How constructed? How secured in ordinary weather?

at arrangements for deadlights in bad weather? How are lids secured? Height above deck?

al 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? *Rate & Scuppers*

Cargo Hatchways. How formed? *See Comings*

State size Main Hatch *14' 6" x 10' 0"* Forehatch *6' 0" x 6' 0"* Quarterhatch *5' 0" x 5' 0"*

If of extraordinary size, state how framed and secured?

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

Hatches, If strong and efficient? *Yes*

Order for Special Survey No. *825* Date *22 Sept 1876*

Order for Ordinary Survey No. *116* in builder's yard, Date *116*

General Remarks (State quality of workmanship, &c.) *This Vessel has been built in conformity with the Rules & midship section herewith appended, which was submitted to, and approved by the Committee in letter dated 18th September 1876.*

*The workmanship and materials are of the best description*

*Fore & Main lower Yards 60 1/2' dia 15 1/2" In 2 plates edges single & butts overlap*

*and 54' - 13 1/2" and treble riveted, plates doubled in 1/8" of ship*

*32 feet 26 feet*

*apart, or across deck; and the lengths of poop, forecastle, or raised quarter deck, and the length of double, or part double*

*ation? Inside Portland Cement to above Bilge Outside Red Lead & 9*

*100 A.I.*

*0:0 is received by me, 2:0 19 Jan 1877 0:0*

*January 1877*

*100 A.I.*

*ADD DRW*

*20 Jan 1877*

*Lloyd's Register*

*Foundation*

*22 Jan 1877*

*22 Jan 1877*

*22 Jan 1877*

*22 Jan 1877*

*22 Jan 1877*

*22 Jan 1877*

*22 Jan 1877*