

IRON SHIP.

No. 135 Survey held at *Port Glasgow* Date, First Survey *18th Oct 1876* Last Survey *15th 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 Forecastle { *6.44* DEPTH from upper part of Keel to top of Upper Deck Beams *21.5*
 Houses on Deck { *1.7.34* GIRTH of Half Midship Frame (as per Rule) *32.75*
 of Forecastle { *6.44* 1st NUMBER *70.5*
 Tonnage { *886.39* 1st NUMBER, if a THREE-DECKED VESSEL
 Crew Space { *23.83* LENGTH *188.8*
 { *862.56* 2nd NUMBER *13.310*
 Engine Room { PROPORTIONS—Breathths to Length *5.8*
 Register Tonnage { Depths to Length—Upper Deck to Keel *19.7*
 as out on Beam { Main Deck ditto *8.7*

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

LENGTH on deck as per Rule *188.8* Breadth Moulded *32.5* DEPTH top of Floors to Upper Deck Beams *19.7* Power of Engines *5* Horse. N° of Decks with flat laid *one* N° of Tiers of Beams *one*

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

	Inches in Ship.			Inches per Rule.		
	Inches.	Inches.	16ths.	Inches.	Inches.	16ths.
KEEL, depth and thickness	<i>8</i>	<i>2</i>	<i>3</i>	<i>8</i>	<i>2</i>	<i>3</i>
TEMP, moulding and thickness	<i>7 1/2</i>	<i>2 3/8</i>	<i>0</i>	<i>4 1/2</i>	<i>2 3/8</i>	<i>0</i>
STERN-POST for Rudder do. do.	<i>7 1/2</i>	<i>2 1/8</i>	<i>0</i>	<i>4 1/2</i>	<i>2 3/8</i>	<i>0</i>
for Propeller	<i>7 1/2</i>	<i>2 1/8</i>	<i>0</i>	<i>4 1/2</i>	<i>2 3/8</i>	<i>0</i>
Distance of Frames from moulding edge to moulding edge, all fore and aft	<i>23</i>			<i>23</i>		
FRAMES, Angle Iron, for 2/3 length amidships	<i>4 1/2</i>	<i>3</i>	<i>7</i>	<i>4 1/2</i>	<i>3</i>	<i>7</i>
Do. for 1/3 at each end	<i>4 1/2</i>	<i>3</i>	<i>7</i>	<i>4 1/2</i>	<i>3</i>	<i>7</i>
REVERSED FRAMES, Angle Iron	<i>3</i>	<i>3</i>	<i>7</i>	<i>3</i>	<i>3</i>	<i>7</i>
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	<i>21 1/2</i>		<i>9</i>	<i>21 1/2</i>		<i>9</i>
thickness at the ends of vessel	<i>11</i>		<i>8</i>	<i>10 3/4</i>		<i>8</i>
depth at 2/3 the half-bdth. as per Rule	<i>11</i>		<i>8</i>	<i>10 3/4</i>		<i>8</i>
height extended at the Bilges	<i>54</i>			<i>43</i>		
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 Angle or double Angle Iron, on Upper Edge	<i>7 1/2</i>	<i>7</i>	<i>7</i>	<i>7 1/2</i>	<i>7</i>	<i>7</i>
Average space	<i>46</i>	<i>3</i>	<i>6</i>	<i>46</i>	<i>3</i>	<i>6</i>
BEAMS, Lower Deck, Hold, or Orlop Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron Angle or double Angle Iron on Upper Edge	<i>8</i>	<i>8</i>	<i>8</i>	<i>8</i>	<i>8</i>	<i>8</i>
Average space	<i>46</i>	<i>3</i>	<i>6</i>	<i>46</i>	<i>3</i>	<i>6</i>
KEELSONS Centre line, single or double plate, box, or intercostal, Plates	<i>14</i>	<i>11</i>	<i>11</i>	<i>14</i>	<i>11</i>	<i>11</i>
Rider Plate	<i>10 3/4</i>	<i>11</i>	<i>11</i>	<i>10 3/4</i>	<i>11</i>	<i>11</i>
Bulb Plate to Intercostal Keelson	<i>5</i>	<i>3 1/2</i>	<i>7</i>	<i>5</i>	<i>3 1/2</i>	<i>7</i>
Angle Irons	<i>5</i>	<i>3 1/2</i>	<i>7</i>	<i>5</i>	<i>3 1/2</i>	<i>7</i>
Double Angle Iron Side Keelson	<i>5</i>	<i>3 1/2</i>	<i>7</i>	<i>5</i>	<i>3 1/2</i>	<i>7</i>
Side Intercostal Plate (10 inch) do. Angle Irons						
Attached to outside plating with angle iron						
ANGLE Angle Irons	<i>5</i>	<i>3 1/2</i>	<i>7</i>	<i>5</i>	<i>3 1/2</i>	<i>7</i>
do. Bulb Iron						
do. Intercostal plates riveted to plating for length						
ANGLE STRINGER Angle Irons	<i>5</i>	<i>3 1/2</i>	<i>7</i>	<i>5</i>	<i>3 1/2</i>	<i>7</i>
Intercostal 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

from up. part of Bilge to lr. 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. Up. or Spar Dk Sh'rstrake, brdth & thickness

Butt Straps to outside plating, breadth & thickness

Lengths of Plating

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,

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

Is the Stringer Plate attached to the outside plating? *Yes*

Angle Irons on ditto, No. *one*

Tie Plates, outside Hatchways

Diagonal Tie Plates on Beams, No. of pairs

Waterways materials and scantlings

Flat of Middle Deck do. do. *W. Pine*

How fastened to Beams

Stringer Plates on ends of Lower Deck, Hold or Orlop Beams

Is the Stringer Plate attached to the outside plating? *Yes*

Angle Irons on ditto, No. *2*

Stringer or Tie Plates, outside Hatchways

Flat of Lower Deck

Ceiling betwixt Decks, thickness and material in hold do. do.

Main piece of Rudder, diameter at head

do. at heel

Can the Rudder be unshipped afloat? *Yes*

Bulkheads No. *one* Thickness of *9/16* *9/16*

Height up *Main Deck*

How secured to sides of ship *Double frame*

Size of Vertical Angle Irons *3 x 3 x 3/16* and distance apart *30* ins.

Are the outside Plates doubled two spaces of Frames in length? *Yes*

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

Class *Greenheart* Pall Bitt *Greenheart*

FRAMES extend in one length from *Keel* to *Gunwale* Riveted through plates with *3/4 x 7/8* in. Rivets, about *6* 1/2 apart.

REVERSED 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? *Yes*

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 Strakes.

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, double or single riveted.

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

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

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* No. of Beams

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

Manufacturer's name or trade mark *Angle Iron Coats, Plates, Consents*

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



LLOYD'S - 0069

Workmanship. 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? *Ye*
 The fillings between the ribs and plates solid single pieces? *Ye*
 The holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? *Ye*
 Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? *Ye*
 Do any rivets break into or through the seams or butts of the plating? *A few*

17692 2m

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 Mizzen Mast 72.10 dia Bowsprit 20 dia 25.*

Fore & Main Mast & Bowsprit 1/16 to 5/16 In two plates edges single riveted butts double & treble in 2 dia 1/16 the Mizzen Mast 7/16 to 4/16 3 angle Iron in each 3x3x4 except those in Mizzen 2 1/2 x 2 1/2

NUMBER for EQUIPMENT	Fathoms.	Inches.	Test per Certificate.	Length & Size req'd per Rule.	Test req'd per Rule.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	Weight req'd per Rule.	Test per Rule.
SAILS.											
Fore Sails,	136.1	1 5/8	47 1/2 + 66 1/2	270 fms	47 5/8, 66 5/8	Bowers	3075	25.0.0	24.15.0.0	2.2.0	25
Fore Top Sails,	133.5	1 5/8	147 1/2	1076			3078	26.2.0	26.0.0.0	2.2.0	2
Fore Topmast Stay Sails,							3077	22.1.4	22.10.0.0		
Main Sails,	90	1 3/4				Stream	1	10.2.0		10.2.0	
Main Top Sails,	90	1 3/4				Kedges	1	6.0.0		5.1.0	
CABLES, &c.											
Chain	136.1	1 5/8	47 1/2 + 66 1/2								
Diagonal	90	1 3/4									
Stay	90	1 3/4									
Towlines	90	1 3/4									
Warp	90	1 3/4									

ing and Running Rigging *Wire Hempen* sufficient in size and *good* 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? _____

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? *Ports & Scuppers*

Cargo Hatchways.—How formed? *Iron Cornings*
 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? *Ye*

Order for Special Survey No.	Date	1st.	2nd.	3rd.	4th.	5th.
825	22 Sept 1876	On the several parts of the frame, when in place, and before the plating was wrought	On the plating during the process of riveting	When the beams were in and fastened, and before the decks were laid	When the ship was complete, and before the plating was finally coated or cemented	After the ship was launched and equipped

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 Yards 54 - 13 1/2 and treble riveted, plates doubled in 2 of string

32 feet 6 feet
 Spar, or running decked; and the lengths of poop, forecastle, or raised quarter deck, and the length of double, or part double
 lation? Inside *Portland Cement to above Belge* Outside *Red Lead & 9*
100 A.1.

is received by me, *[Signature]*
 2:0 19 Jan 1877
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January 1877
100 A.1.
[Signature]
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