

IRON SHIP. 17908

No. 2159 Survey held at *Port Glasgow* Date, First Survey *17th July 1876* Last Survey *23rd Feb 77* 1877

On the *Baque Nicol Wye* Master *George W. Adam*

TONNAGE under Tonnage Deck *997.02*
Ditto of Third, Spar, or Awning Deck. *69.92*
Ditto of Poop, *17.80*
Raised Qr. Dk. *30.29*
Ditto of Houses on Deck *1115.03*
Gross Tonnage *1495.4*
Less Crew Space *1065.33*
Less Engine Room
Register Tonnage as cut on Beam

ONE, OR TWO DECKED, THREE DECKED VESSEL.
SPAR, OR AWNING DECKED VESSEL.
HALF BREADTH (moulded) *16.95*
DEPTH from upper part of Keel to top of Upper Deck Beam *23.45*
GIRTH of Half Midship Frame (as per Rule) *35.35*
1st NUMBER *75.75*
1st NUMBER, if a THREE-DECKED VESSEL [deduct 7 feet]
LENGTH *204*
2nd NUMBER *15.453*
PROPORTIONS—Breadths to Length *6.01*
Depths to Length—Upper Deck to Keel *8.69*
Main Deck ditto

Built at *Port Glasgow*
When built *1877* Launched *1st Feb 78*
By whom built *Russell & Co*
Owners *Hugh Pritchard*
Port belonging to *Glasgow*
Destined Voyage *Melbourne*
Surveyed while Building, Afloat, or in Dry Dock

LENGTH on deck as per Rule *204* BREADTH—Moulded *33.9* DEPTH top of Floors to Upper Deck Beams *21.2* Power of Engines *10* Horse. No. of Decks with flat laid *Two* No. of Tiers of Beams *Two*

Dimensions of Ship per Register, length *211.35* breadth *34* depth *21.1*

	Inches in Ship.	Inches per Rule.
KEEL, depth and thickness	$8 \times 2 \frac{3}{8}$	$8 \times 2 \frac{3}{8}$
STEM, moulding and thickness	$1 \frac{1}{2} \times 2 \frac{3}{8}$	$1 \frac{1}{2} \times 2 \frac{3}{8}$
STERN-POST for Rudder do. do. for Propeller	$1 \frac{1}{2} \times 2 \frac{3}{8}$	$1 \frac{1}{2} \times 2 \frac{3}{8}$
Distance of Frames from moulding edge to moulding edge, all fore and aft	<i>23</i>	(Class <i>100A</i>)
FRAMES, Angle Iron, for $\frac{3}{4}$ length amidships Do. for $\frac{1}{2}$ at each end	$5 \times 3 \times 0$ $5 \times 3 \times 0$	$5 \times 3 \times 0$ $5 \times 3 \times 0$
REVERSED FRAMES, Angle Iron	$3 \times 3 \times 0$	$3 \times 3 \times 0$
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships thickness at the ends of vessel depth at $\frac{3}{4}$ the half-bdth. as per Rule height extended at the Bilges	27×0 $12 \frac{1}{2} \times 0$ 5×4	$23 \frac{1}{2} \times 0$ $11 \frac{3}{4} \times 0$ 4×0
BEAMS, Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper edge Average space	8×0 $3 \times 3 \times 6$ 46×0	8×0 $3 \times 3 \times 6$ 46×0
BEAMS, Main, or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper Edge Average space	8×0 $3 \times 3 \times 6$ 46×0	8×0 $3 \times 3 \times 6$ 46×0
BEAMS, Lower Deck, Hold, or Orlop Single or d'ble Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper Edge Average space	8×0 $3 \times 3 \times 6$ 46×0	8×0 $3 \times 3 \times 6$ 46×0
KEELSONS Centre line, single or double plate, box, or intercostal Plates Rider Plate Bulb Plate to intercostal Keelson Angle Irons Double Angle Iron Side Keelson Side intercostal Plate (Wash.) do. Angle Irons Attached to outside plating with angle iron	15×11 11×11 $5 \times 3 \frac{1}{2} \times 8$ $5 \times 3 \frac{1}{2} \times 8$ $5 \times 3 \frac{1}{2} \times 8$ $5 \times 3 \frac{1}{2} \times 8$	15×11 $10 \frac{1}{4} \times 11$ $5 \times 3 \frac{1}{2} \times 8$ $5 \times 3 \frac{1}{2} \times 8$ $5 \times 3 \frac{1}{2} \times 8$ $5 \times 3 \frac{1}{2} \times 8$
BILGE Angle Irons do. Bulb Iron do. Intercostal plates riveted to plating for length	$5 \times 3 \frac{1}{2} \times 8$ $5 \times 3 \frac{1}{2} \times 8$ $5 \times 3 \frac{1}{2} \times 8$	$5 \times 3 \frac{1}{2} \times 8$ $5 \times 3 \frac{1}{2} \times 8$ $5 \times 3 \frac{1}{2} \times 8$
BILGE STRINGER Angle Irons Intercostal plates riveted to plating for length	$5 \times 3 \frac{1}{2} \times 8$	$5 \times 3 \frac{1}{2} \times 8$
SIDE STRINGER Angle Irons	$5 \times 3 \frac{1}{2} \times 8$	$5 \times 3 \frac{1}{2} \times 8$

Transoms, material. Knight-heads. Hawse Timbers. *Sim*
Windlass *Sim Patent* Pall Bitt

The FRAMES extend in one length from *Keel* to *Gunwall* Riveted through plates with $\frac{3}{4}$ in. Rivets, about $\frac{1}{2}$ apart.

REVERSED ANGLE IRONS on floors and frames extend from *middle line* to *Main Deck on way* and to *frame* alternately.

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

Garboard, double riveted to Keel, with rivets $1 \frac{1}{2}$ in. diameter, averaging $5 \frac{1}{2}$ ins. from centre to centre.

es of Garboards and to upper part of Bilge, worked clench, double riveted; with rivets $\frac{3}{4}$ in. diameter, averaging $3 \frac{3}{4}$ ins. from centre to centre.

ts from Keel to turn of Bilge, worked carvel, double riveted; with rivets $\frac{3}{4}$ in. diameter averaging $3 \frac{3}{4} \times 3 \frac{1}{4}$ ins. from centre to centre.

ts of *Three* Strakes at Bilge for *half* length, treble riveted with Butt Straps $\frac{1}{16}$ thicker than the plates they connect.

es from bilge to Main Sheerstrake, worked clench, double or single riveted; with rivets $\frac{3}{4}$ in. diameter, averaging $3 \frac{1}{4}$ ins. from cr. to cr.

ts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets $\frac{3}{4}$ in. diameter, averaging $3 \frac{1}{4}$ ins. from cr. to cr.

es of Main Sheerstrake, double or single riveted. Upper Sheerstrake, double or single riveted.

ts of Main Sheerstrake, treble riveted for *half* length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.

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

th of laps of plating in double riveting $5 \frac{1}{4} \times \frac{1}{2}$ Breadth of laps of plating in single riveting

f Keelsons, Stringer and Tie Plates, treble, double or six to Riveted?

w secured to Beams *Sim Gutter* (Error by Sketch, if necessary.)

various Decks, how secured to the sides? *Beam ends turned down* No. of Breasthooks, *4* Crutches, *4*

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

s name or trade mark, *Angle Iron Messrs. Plates Consett*

ve is a correct description. *Russell & Co* Surveyor's Signature, *H. J. 1800*

Signature, *Russell & Co* Surveyor to Lloyd's Register of British and Foreign Shipping

IRON 470-0253

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? *Very few*

14908 Lrn

Masts, Bowsprit, Yards, &c., are *Sum* 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 76ft dia 27 Main 77ft dia 27 Mizin 76ft dia 22 Bowsprit 20ft dia 27. Fore & Main Mast and bowsprit plates 5/16 to 3/16 all in three plates edges single riveted, butt straps fitted outside 1/16 thicker and treble riveted with 3 angle bars in each all throughout 4x3x3/16 except Mizin which are 3x3x3/16*

NUMBER for EQUIPMENT <i>16483</i>		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.	W't req'd per Rule.	Test req'd per Rule.
N ^o .	SAILS.	CABLES, &c.										
	Fore Sails,	Chain	<i>12 5</i>	<i>1 3</i>	<i>55-2-2-0</i>	<i>270</i>	<i>16 1/2</i>	<i>356</i>	<i>33-1-9</i>	<i>31-3-0-0</i>	<i>30-0-0-0</i>	<i>28 12/20</i>
	Fore Top Sails,	<i>Weathering</i>	<i>13 5</i>	<i>1 4</i>	<i>47-2-2-0</i>	<i>270</i>	<i>16 1/2</i>	<i>355</i>	<i>27-1-25</i>	<i>26-15-0-0</i>	<i>25-2-0-0</i>	<i>25 4/20</i>
	Fore Topmast Stay Sails	<i>O. & Lewis</i>	<i>90</i>	<i>15 1/16</i>	<i>47-2-2-0</i>	<i>270</i>	<i>16 1/2</i>	<i>355</i>	<i>25-1-8</i>	<i>25-1-2-0</i>	<i>25-1-2-0</i>	<i>25 4/20</i>
	Main Sails,	<i>Hemp Strm Cbl</i>	<i>90</i>	<i>15 1/16</i>	<i>47-2-2-0</i>	<i>270</i>	<i>16 1/2</i>	<i>355</i>	<i>25-1-8</i>	<i>25-1-2-0</i>	<i>25-1-2-0</i>	<i>25 4/20</i>
	Main Top Sails,	<i>Hawser</i>	<i>90</i>	<i>15 1/16</i>	<i>47-2-2-0</i>	<i>270</i>	<i>16 1/2</i>	<i>355</i>	<i>25-1-8</i>	<i>25-1-2-0</i>	<i>25-1-2-0</i>	<i>25 4/20</i>
	and	<i>Towlines</i>	<i>90</i>	<i>15 1/16</i>	<i>47-2-2-0</i>	<i>270</i>	<i>16 1/2</i>	<i>355</i>	<i>25-1-8</i>	<i>25-1-2-0</i>	<i>25-1-2-0</i>	<i>25 4/20</i>
		<i>Warp</i>	<i>90</i>	<i>15 1/16</i>	<i>47-2-2-0</i>	<i>270</i>	<i>16 1/2</i>	<i>355</i>	<i>25-1-8</i>	<i>25-1-2-0</i>	<i>25-1-2-0</i>	<i>25 4/20</i>
		<i>quality</i>	<i>good</i>	<i>good</i>	<i>good</i>	<i>good</i>	<i>good</i>	<i>good</i>	<i>good</i>	<i>good</i>	<i>good</i>	<i>good</i>

Standing and Running Rigging *Unit Hemp* sufficient in size and *good* in quality. She has *Two* Long Boats and *2* *Thurs* The Windlass is *Common* *Walker's Patent* *Spstan 83* *Wm* and Rudder *Efficient* Pumps *2* *Sum* *Wallace's Patent*

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? *Parts & Scuppers*

argo Hatchways. How formed? *Sum* *Cannings*

size Main Hatch *15-4" x 10-0"* Forehatch *7-8" x 6-0"* Quarterhatch *7-8" x 7-0"*

Extraordinary size, state how framed and secured?

Arrangement for shifting beams? *One shifting beam in Main Hatch*

If strong and efficient? *Yes*

Special Survey No. *226*

Order for Ordinary Survey No. *226*

Date *23 Sept 1876*

No. *9* in builder's yard.

DATES of Surveys held while building as per Section 18.

1st. On the several parts of the frame, when in place, and before the plating was wrought

2nd. On the plating during the process of riveting

3rd. When the beams were in and fastened, and before the decks were laid

4th. When the ship was complete, and before the plating was finally coated or cemented

5th. After the ship was launched and equipped

General Remarks (State quality of workmanship, &c.)

This Vessel has been built in conformity with the Rules, and midship section & longitudinal plan herewith appended, which were submitted and approved by the Committee in letter dated 30th June 1876. The workmanship and materials are of good quality.