

IRON SHIP

18006 Recd 9/11/77
1877

No. 4146 Survey held at Port Glasgow Date, First Survey 29th Aug 1876 Last Survey 4th April 1877
 On the Ship "Ashmore" Master D. Simpson
 TONNAGE under Tonnage Deck 1021.92 ONE, OR TWO DECKED, THREE DECKED VESSEL.
 Ditto of Third Spar, or Awning Deck. } 84.69 SPAR, OR AWNING DECKED VESSEL.
 Ditto of Poop, or Raised Or. Dk. }
 Ditto of Houses on Deck } 15.93
 Ditto of Forecastle } 56.31
 Gross Tonnage 1140.85
 Less Crew Space 49.53
 Less Engine Room 1099.32
 Register Tonnage as cut on Beam

DEPTH from upper part of Keel to top of Upper Deck Beam: 22.75 Feet.
 GIRTH of Half Midship Frame (as per Rule) 34.9
 1st NUMBER 75.15
 1st NUMBER, if a THREE-DECKED VESSEL [deduct 7 feet]
 LENGTH 212
 2nd NUMBER 15.931
 PROPORTIONS—Breathths to Length 6.05
 Depths to Length—Upper Deck to Keel
 Main Deck ditto 9.3

Built at Port Glasgow
 When built 1876:77 Launched 1st March 1877
 By whom built John Reid & Co
 Owners John Stewart & Co
 Port belonging to London
 Destined Voyage East Indies
 Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule	Feet. <u>212</u>	Inches.	BREADTH—Moulded	Feet. <u>35</u>	Inches.	DEPTH top of Floors to Upper Deck Beams	Feet. <u>20.0</u>	Inches.	Power of Engines	Horse.	N ^o . of Decks with flat laid	N ^o . of Tiers of Beams
Dimensions of Ship per Register, length, <u>214.35</u> breadth <u>35.3</u> depth, <u>20.6</u>												

	Inches in Ship.			Inches per Rule.		
	In Ship.	In Ship.	16ths In Ship.	Inches per Rule.	Inches per Rule.	16ths per Rule.
KEEL, depth and thickness	<u>8 1/2</u>	<u>2 1/2</u>		<u>8 1/2</u>	<u>2 1/2</u>	
STEM, moulding and thickness	<u>8</u>	<u>2 1/2</u>		<u>8</u>	<u>2 1/2</u>	
STERN-POST for Rudder do. do. for Propeller	<u>8</u>	<u>2 1/2</u>		<u>8</u>	<u>2 1/2</u>	
Distance of Frames from moulding edge to moulding edge, all fore and aft	<u>23</u>					
FRAMES, Angle Iron, for 2/3 length amidships Do. for 1/3 at each end	<u>5</u>	<u>3</u>	<u>0</u>	<u>5</u>	<u>3</u>	<u>0</u>
REVERSED FRAMES, Angle Iron	<u>3</u>	<u>3</u>	<u>7</u>	<u>3</u>	<u>3</u>	<u>7</u>
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships thickness at the ends of vessel depth at 3/4 the half-bdth. as per Rule height extended at the Bilges	<u>23 1/2</u>	<u>9</u>	<u>23 1/2</u>	<u>9</u>	<u>23 1/2</u>	<u>9</u>
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	<u>3</u>	<u>3</u>	<u>7</u>	<u>3</u>	<u>3</u>	<u>7</u>
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	<u>3 1/2</u>	<u>3</u>	<u>7</u>	<u>3 1/2</u>	<u>3</u>	<u>7</u>
AMS, 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	<u>3 1/2</u>	<u>3</u>	<u>7</u>	<u>3 1/2</u>	<u>3</u>	<u>7</u>
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 do. Angle Irons Attached to outside plating with angle iron	<u>16</u>	<u>12</u>	<u>16</u>	<u>12</u>	<u>16</u>	<u>12</u>
ANGLE IRONS do. Bulb Iron do. Intercostal plates riveted to plating for length	<u>5</u>	<u>3 1/2</u>	<u>9</u>	<u>5</u>	<u>3 1/2</u>	<u>9</u>
LOWER STRINGER Angle Irons Intercostal plates riveted to plating for length	<u>5</u>	<u>3 1/2</u>	<u>9</u>	<u>5</u>	<u>3 1/2</u>	<u>9</u>
UPPER STRINGER Angle Irons	<u>5</u>	<u>3 1/2</u>	<u>9</u>	<u>5</u>	<u>3 1/2</u>	<u>9</u>
Keelsons, material. Knight-heads. Hawse Timbers.	<u>Iron</u>					
Keelson class	<u>Iron Patent</u>					
Keelson Pall Bitt	<u>Iron</u>					

FRAMES extend in one length from Keel to Gunwale Riveted through plates with 70 in. Rivets, about 1" apart.
 REVERSED ANGLE IRONS on floors and frames extend from middle line 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 70 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 70 in. diameter, averaging 3 3/4 ins. from centre to centre.
 Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 70 in. diameter averaging 3 3/4 ins. from centre to centre.
 Butts of Three Strakes at Bilge for half length, treble riveted with Butt Straps 1/16 thicker than the plates they connect.
 Edges from bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 70 in. diameter, averaging 3 3/4 ins. from cr. to cr.
 Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 70 in. diameter, averaging 3 3/4 ins. from cr. to cr.
 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 length amidships.
 Butts of Main Stringer Plate, treble riveted for half length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length amidships.
 Breadth of laps of plating in double riveting, 5 1/2 Breadth of laps of plating in single riveting 5 1/2
 Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted?
 how secured to Beams Iron Gutter (Explain by Sketch, if necessary.)
 of the various Decks, how secured to the sides? Beam ends turned down No. of Breasthooks, 4 Crutches, 4
 description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Best
 manufacturer's name or trade mark Black Iron Messrs. Plates - Consett
 The above is a correct description.
 Builder's Signature, John Reid & Co Surveyor's Signature, H. H. Wood
 Surveyor to Lloyd's Register of British and Foreign Shipping.

IRON SHIP



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* 18006 *See*

Masts, Bowsprit, Yards, &c., are *See* 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 75 ft dia 30" Main 79 ft dia 30" Mizzen 72 ft dia 26" Bowsprit 20.8 dia 25" in 2 plates edges double riveted, butts 1/16 thicker than plate & treble*
Fore & Main Mast & Bowsprit riveted, plate doubled in way of wedging 2 angle Iron in each
Mizzen Mast 4 1/2 x 3 1/2 x 1/16 except in Mizzen which are 4 x 3 1/2 x 1/16. Diaphragm plate also in bowsprit
 15500

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Length & Size req'd per Rule.	Test req'd per Rule.	ANCHORS.	No.	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
N ^o .	SAILS.	CABLES, &c.										
	Fore Sails,	135-20	1 3/4	5500/70	210 fms	5500/70	Bowers	2	30.1.4	20.0.0	30.0.0	20.0.0
	Fore Top Sails,	135-21	1 3/4	5500/70	210 fms	5500/70		2	30.0.0	20.0.0	25.0.0	25.0.0
	Fore Topmast Stay Sails	0.4	1/2	1500/70	156	1500/70	Stream	1	11.3.0	12.0.0	12.0.0	12.0.0
	Main Sails,	90	1 1/2	90	9 1/2	90	Kedges	1	6.0.0	6.0.0	7.0.0	7.0.0
	Main Top Sails,	90	1 1/2	90	5 1/2	90						
	and	quality <i>good</i>										

Standing and Running Rigging *Wire & Hempen* sufficient in size and *good* in quality. She has *Two* Long Boats and *4* others
 The Windlass is *Smurson's Walker Patent* Capstan and Rudder *Efficient* Pumps *2* *See*

Engine Room Skylights.—How constructed _____ How secured in ordinary weather? _____

What arrangements for deadlights in bad weath _____

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? *Ports & Scuppers*

Cargo Hatchways.—How formed? *See Comings*

State size **Main Hatch** *15.4 x 10.0* **Forehatch** *7.8 x 6.6* **Quarterhatch** *7.8 x 6.6*

If of extraordinary size, state how framed and secured? _____

What arrangement for shifting beams? *one shifting beam*

Hatches, If strong and efficient? *Yes*

Order for Special Survey No. *222* **Primary Survey No.** _____

Date *5/11* 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 *Built under S.S. and Surveyed 1876*
- 2nd. On the plating during the process of riveting *Augt 23, Sept 13, 19, 25, 28, Oct 2, 13, 19, 20, 2*
- 3rd. When the beams were in and fastened, and before the decks were laid... *Nov 1, 3, 9, 22, 21, 30, Dec 2, 6, 11, 19, 22, 1*
- 4th. When the ship was complete, and before the plating was finally coated or cemented... *Jan 4, 15, 23, 30, Feb 7, 8, 17, 23, March 6, 13, 20, 24, April 4th*
- 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 and longitudinal plan herewith appended which were submitted and approved by the Committee in letters dated 9th & 15th September 1876*

The workmanship and materials are of good quality.

Fore & Main lower Yards 70 ft dia 19 plates 5/16 in 2 plates edges single riveted butts
Do Topsail do 65 ft dia 16 1/2 in 5/16 in way of hings, 2 angle Iron in lower yard
Cross fall do 59 ft dia 15 in 5/16 in way of hings, 2 angle Iron in lower yard
all Manrope 3 1/2 x 3 1/2 x 1/16 and 2 in topsail and crossfall for about 30 feet in the middle 3 x 2 1/2 x 1/16
30 feet 37 1/2 ft

State if one, two, or three, decked vessel, or if open, or covering decked; and the lengths of poop, forecastle, or raised quarter deck, and the length of double, or part double beam.

How are the surfaces preserved from oxidation? Inside *Pattans cement to abraded red lead* Outside *Red lead & Paint*

I am of opinion this Vessel should be Classed *100 A 1.*

The amount of the Entry Fee ... £ 5: 0: 0 is received by me, *See*
 Special ... £ 52: 9: 6 *5 April 1874*
 + Certificate ... £ 0: 0: 0
 (Travelling Expenses, if any, £ ...) £ 54: 9: 6

Committee's Minute *10 April 1874*

Character assigned *100 A 1*

Certificate requested to be sent to the Owner *WMC*

