

IRON SHIP. 1879

No. 4433 Survey held at Paisley Date, First Survey 21 November 74 Last Survey 25 April 1877 No. 274/77

On the S.S. "LOCH NELL" (SCHOONER) Master Donald Campbell

TONNAGE under Tonnage Deck 95.65 ONE, OR TWO DECKED, THREE DECKED VESSEL.
 Ditto of 1.48 ~~SPAR, OR AWNING-DECKED VESSEL.~~
 Ditto of 17.60 HALF BREADTH (moulded) 8.5
 Ditto of 2.32 DEPTH from upper part of Keel to top of Upper Deck Beams 9.6
 Ditto of 3.10 GIRTH of Half Midship Frame (as per Rule) 16.5
 Gross Tonnage 120.15 1st NUMBER 311.6
 Less Crew Space 9.63 ~~2d NUMBER~~ 307.9
 Less Engine Room 17.08 PROPORTIONS—Breadths to Length 3.20
 Register Tonnage 63.44 Depths to Length—Upper Deck to Keel 9.6
 as cut on Beam 63.44 Main Deck ditto 9.6

Built at Paisley
 When built 1877 Launched 31 March 77
 By whom built H. Mc. Intyre Esq.
 Owners William Sim Esq.
 Port belonging to Glasgow
 Designed Voyage Coasting
 If Surveyed while Building, Afloat, or in Dry Dock, under special Survey

Official Number 1200

PLANS CASE

LENGTH on deck as per Rule 89 BREADTH—Moulded 17 DEPTH top of Floors to Upper Deck Beams 8 Power of Engines 30 No. of Decks with flat laid ONE
 on deck as per Rule 89 BREADTH—Moulded 17 DEPTH top of Floors to Upper Deck Beams 8 Power of Engines 30 No. of Tiers of Beams ONE
 Dimensions of Ship per Register, length, 89.5 breadth, 17.1 depth, 8.4

	Inches in Ship.		Inches per Rule.		Inches in Ship.	Inches per Rule.		Inches in Ship.	Inches per Rule.	
	Inches	16ths	Inches	16ths		Inches	16ths		Inches	16ths
KEEL , depth and thickness	6	1/8	6	1/8	30	4	1/2	30	4	1/2
STEM , moulding and thickness	6	1/8	5 1/2	1/8	30	4	1/2	30	4	1/2
STERN-POST for Rudder do. do.	5 1/2	2 1/4	3 5/2	2 1/4	30	4	1/2	30	4	1/2
Distance of Frames from moulding edge to moulding edge, all fore and aft	20		20		30	4	1/2	30	4	1/2
FRAMES , Angle Iron, for length amidships	2 1/2	2 1/2	2 1/2	2 1/2	30	4	1/2	30	4	1/2
REVERSED FRAMES , Angle Iron	2 1/4	2 1/4	2 1/4	2 1/4	30	4	1/2	30	4	1/2
FLOORS , depth and thickness of Floor Plate at mid line for half length amidships	10 1/2	4	10 1/2	4	30	4	1/2	30	4	1/2
thickness at the ends of vessel					30	4	1/2	30	4	1/2
depth at 3/4 the half-bdth. as per Rule					30	4	1/2	30	4	1/2
height extended at the Bilges					30	4	1/2	30	4	1/2
BEAMS , Upper, Spar, or Awning Deck	4 1/2	3	4 1/2	3	30	4	1/2	30	4	1/2
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron					30	4	1/2	30	4	1/2
Single or double Angle Iron on Upper edge					30	4	1/2	30	4	1/2
Average space					30	4	1/2	30	4	1/2
BEAMS , Lower Deck, Hold or Orlop	4 1/2	3	4 1/2	3	30	4	1/2	30	4	1/2
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron					30	4	1/2	30	4	1/2
Single or double Angle Iron on Upper Edge					30	4	1/2	30	4	1/2
Average space					30	4	1/2	30	4	1/2
KEELSONS Centre line, single or double plate, box, or intercostal Plates	8	4	7 1/2	4	30	4	1/2	30	4	1/2
" Rider Plate	6 1/2	4	6 1/2	4	30	4	1/2	30	4	1/2
" Bulb Plate to Intercostal Keelson	3	3	3	3	30	4	1/2	30	4	1/2
" Angle Irons	3	3	3	3	30	4	1/2	30	4	1/2
" Double Angle Iron Side Keelson					30	4	1/2	30	4	1/2
" Side Intercostal Plate					30	4	1/2	30	4	1/2
" do. Angle Irons					30	4	1/2	30	4	1/2
" Attached to outside plating with angle iron					30	4	1/2	30	4	1/2
BILGE Angle Irons	3	3	3	3	30	4	1/2	30	4	1/2
" do. Bulb Iron					30	4	1/2	30	4	1/2
" do. Intercostal plates riveted to plating for length					30	4	1/2	30	4	1/2
BILGE STRINGER Angle Irons	3	3	3	3	30	4	1/2	30	4	1/2
Intercostal plates riveted to plating for length					30	4	1/2	30	4	1/2
SIDE STRINGER Angle Irons					30	4	1/2	30	4	1/2
Transoms, material. Knight-heads. Hawse Timbers.	Iron plates ruffled.									
Windlass	Stem windlass. Pall Bitt									

The **FRAMES** extend in one length from Keel to gunwales Riveted through plates with 5/8 in. Rivets, about 5 apart.
 The **REVERSED ANGLE IRONS** on floors and frames extend from middle line to upper part of bilges ~~and to~~ 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 5/8 in. diameter, averaging 4 ins. from centre to centre.
 Edges of Garboards and to upper part of Bilge, worked clencher, ~~double~~ single riveted; with rivets 5/8 in. diameter, averaging 2 3/4 ins. from centre to centre.
 Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 5/8 in. diameter averaging 2 3/4 ins. from centre to centre.
 Butts of Strakes at Bilge for length, treble riveted with Butt Straps thicker than the plates they connect.
 Edges from bilge to Main Sheerstrake, worked clencher, ~~double or single~~ single riveted; with rivets 5/8 in. diameter, averaging 2 3/4 ins. from cr. to cr.
 Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 5/8 in. diameter, averaging 2 3/4 ins. from cr. to cr.
 Edges of Main Sheerstrake, ~~double or single~~ single riveted. Upper Sheerstrake, double or single riveted.
 Butts of Main Sheerstrake, treble riveted for length amidships. Butts of Upper or Spar Sheerstrake, treble riveted for length amidships.
 Butts of Main Stringer Plate, treble riveted for length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length.
 Breadth of laps of plating in double riveting 2 1/4. Breadth of laps of plating in single riveting 2 1/4.
 Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Double and treble.
 Waterway, how secured to Beams Butts Waterway (Explain by Sketch, if necessary.)
 Beams of the various Decks, how secured to the sides? Beam Keels Riveted to Frames No. of Breasthooks, 2 Crutches, 2
 What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Angled. Rochester (RSH)
 Manufacturer's name or trade mark, Plates - Glasgow Iron Co. "Consett"

The above is a correct description.
 Builder's Signature, Hugh Mc. Intyre & Co Surveyor's Signature, James Indie
 Surveyor to Lloyd's Register of British and Foreign Shipping.

2000 (12.6.75)

IRON 471-0361

Workmanship. Are the butts of plating planed or otherwise fitted? *Hand fitted* 18298 Jun
 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 and in butts only -*

Masts, Bowsprit, Yards, &c., are *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 (*P.O.R. True Spr.*)

N ^o .	SAILS.	CABLES, &c. Chain	Fathoms.	Inches.	Test per Certificate.	Length & Size req'd pr Rule.	Test req'd per Rule.	ANCHORS.		N ^o .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
								Bowers	Stream					
	Fore Sails,		120	1 1/16	8 1/2	120 - 1 1/16	8 1/2	2	3.3.7	2	3.3.7	6 1/2	3 1/2	5 1/2
	Fore Top Sails,	<i>Dipton</i>	<i>7.14.</i>	<i>15</i>	<i>break 77.</i>	<i>E.R. Salt</i>	<i>break</i>	<i>Dipton</i>	<i>7.14.</i>	<i>12</i>	<i>break</i>	<i>77.</i>	<i>E.R. Salt</i>	<i>break</i>
	Fore Topmast Stay Sails	Hmpn Strm Cbl	90	5 1/2		90 5/16	5 1/2							
	Main Sails,	Hawser	90	3 1/2		90 3.								
	Main Top Sails,	Towlines	90	3										
	and	Warp	60	2 1/2										
		quality												

Standing and Running Rigging *Wire Main* sufficient in size and *good* in quality. She has *one* Long Boat and *one* other
 The Windlass is *Steam* Capstan *and* Rudder *good* Pumps *one* *one* inch web Copper chamber
Engine Room Skylights.—How constructed? *Some coming back skylight* How secured in ordinary weather? *Boiled down.*
 What arrangements for deadlights in bad weather? *Sheet glass and galvanized gutting.*
Coal Bunker Openings.—How constructed? *Cast iron* How are lids secured? *Locking lid* Height above deck? *Deck.*
Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Two boots on each side -*

Cargo Hatchways.—How formed? *Some coming*
 State size **Main Hatch** *15.0 x 8.0* Forehatch *One* hatch
 If of extraordinary size, state how framed and secured?
 What arrangement for shifting beams? *Shifting beam of angle.*
Hatches, If strong and efficient? *yes.*

Order for Special Survey No.	Date	Order for Ordinary Survey No.	Date	No.	in builder's yard.	DATES of Surveys held while building as per Section 18.
1208	<i>June 6/76</i>					1st. On the several parts of the frame, when in place, and before the plating was wrought } <i>1876. November 21. 29. Dec. 6. 18. 21. 28.</i>
						2nd. On the plating during the process of riveting } <i>1877. January 10. 17. 24. February 1. 15. 21</i>
						3rd. When the beams were in and fastened, and before the decks were laid... } <i>28. March 5. 8. 20. 22. 28. April 3. 7</i>
						4th. When the ship was complete, and before the plating was finally coated or cemented... } <i>11. 14. 17. 21. and 25th</i>
						5th. After the ship was launched and equipped

General Remarks (State quality of workmanship, &c.) *Iron Bullard Tank tested with head of water equal to Load Line - 22 March 77 -*
at Break of Rained 21. Dec. Iron Shear stake plates increased to 7/16 and better Riveted - Main stringer etc extends even spaces abaft beam.
This is the first vessel built at this yard and as usual in such cases the workmanship is a little rough and irregular.

Dock House 10.6 x 6.0. Ship House 6.0 x 3.0
x Rained Dec 12 feet - 12 feet

State if one, two, or three, decked vessel, or if open, or awning decked; and the lengths of poop, forecabin, or raised quarter deck, and the length of double, or part double bottom.
 How are the surfaces preserved from oxidation? Inside *Painted in bottom* Outside *Paint.*

I am of opinion this Vessel should be Classed *90 A.1*
 The amount of the Entry Fee ... £ 2 : : : is received by me, *25th*
 Special ... £ 5 : 11 : April 1877
 Certificate ... *Master*

(Travelling Expenses, if any, £ 5.57)
 Committee's Minute *27th April 1877*
 Character assigned *90 A.1*
Lloyd's M.B. re. P. J. W.

