

IRON SHIP. 1836

No. 11619 Survey held at Aberdeen Date, First Survey September 26th 1876 Last Survey April 14th 1877
 On the Scottish Fairy Master St. J. Wilson

TONNAGE under Tonnage Deck 696.82 **ONE, OR TWO DECKED, THREE DECKED VESSEL.**
 Ditto of Third Spar 40.66 **SPAR, OR AWNING DECKED VESSEL.**
 Ditto of Deep or Raised Qr. Dk. 11.39
 Ditto of Houses on Deck 27.48
 Ditto of Forecasts 776.35
 Gross Tonnage 25.45
 Less Crew Space 750.90
 Less Engine Room
 Register Tonnage as cut on Beam

HALF BREADTH (moulded) 15.66
DEPTH from upper part of Keel to top of Upper Deck Beams 20.08
GIRTH of Half Midship Frame (as per Rule) 30.58
1st NUMBER 66.32
1st NUMBER, if a THREE-DECKED VESSEL [deduct 7 feet]
LENGTH 177
2nd NUMBER 11.738
PROPORTIONS—Breadths to Length under 6
 Depths to Length—Upper Deck to Keel under 9
 Main Deck ditto

Built at Aberdeen
 When built 1877 Launched 2nd 77
 By whom built J. P. Austin and Hunter
 Owners W. H. Ross and Co.
 Port belonging to Liverpool
 Destined Voyage to America
 Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule 177 **BREADTH** Moulded 31 **DEPTH** top of Floors to Upper Deck Beams 18 **Power of Engines** 4 **N^o. of Decks with flat laid** 1
 Do. do. Main Deck Beams 4 **N^o. of Tiers of Beams** 2

Inches in Ship.			Inches per Rule.		
KEEL , depth and thickness	$7\frac{1}{2} \times 2\frac{1}{4}$		$7\frac{1}{2} \times 2\frac{1}{4}$		
STEM , moulding and thickness	$7 \times 2\frac{1}{4}$		$7 \times 2\frac{1}{4}$		
STERN-POST for Rudder do. do.	$7 \times 2\frac{1}{4}$		$7 \times 2\frac{1}{4}$		
for Propeller					
Distance of Frames from moulding edge to moulding edge, all fore and aft	<u>22"</u>		<u>22"</u>		
FRAMES , Angle Iron, for $\frac{3}{4}$ length amidships	<u>4</u>	<u>3</u>	<u>4</u>	<u>3</u>	<u>7</u>
Do. for $\frac{1}{2}$ at each end	<u>4</u>	<u>3</u>	<u>4</u>	<u>3</u>	<u>6</u>
REVERSED FRAMES , Angle Iron	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	<u>6</u>
FLOORS , depth and thickness of Floor Plate at mid line for half length amidships	<u>20</u>	<u>8</u>	<u>20</u>	<u>8</u>	
thickness at the ends of vessel		<u>7</u>		<u>7</u>	
depth at $\frac{3}{4}$ the half-bath. as per Rule	<u>10</u>		<u>10</u>		
height extended at the Bilges	<u>twice</u>		<u>twice</u>		
BEAMS , Upper, Spar, or Awning Deck Single or double Ang. Iron, Plate or Tee Bulb Iron	<u>7\frac{1}{2}</u>	<u>3</u>	<u>7\frac{1}{2}</u>	<u>3</u>	<u>7</u>
Single or double Angle Iron on Upper edge	<u>2\frac{1}{2}</u>	<u>2\frac{1}{2}</u>	<u>6</u>		<u>action</u>
Average space	<u>44</u>		<u>44</u>		
BEAMS , Main, or Middle Deck Single or double Ang. Iron, Plate or Tee Bulb Iron	<u>8\frac{1}{2}</u>	<u>8</u>			<u>approved</u>
Single or double Angle Iron on Upper Edges	<u>5\frac{1}{2}</u>	<u>3</u>	<u>7</u>		<u>action</u>
Average space	<u>12.5</u>		<u>9</u>		
KEELSONS Centre line, single or double plate, box, or intercostal plates	<u>12</u>	<u>10.8</u>	<u>12</u>	<u>10.8</u>	
" Rider Plate $\frac{3}{4}$ length	<u>10</u>	<u>10</u>	<u>10</u>	<u>10</u>	
" Bulb Plate to Intercostal Keelson					
" Angle Irons	<u>4\frac{1}{2}</u>	<u>3</u>	<u>7</u>	<u>4\frac{1}{2}</u>	<u>3</u>
" Double Angle Iron Side Keelson		<u>6</u>		<u>6</u>	
" Side Intercostal Plate					
" do. Angle Irons					
" Attached to outside plating with angle iron					
BILGE Angle Irons	<u>4\frac{1}{2}</u>	<u>3</u>	<u>7</u>	<u>4\frac{1}{2}</u>	<u>3</u>
" do. Bulb Iron	<u>7\frac{1}{2}</u>	<u>7</u>			<u>extra</u>
" do. Intercostal plates riveted to plating for length					
BILGE STRINGER Angle Irons	<u>4\frac{1}{2}</u>	<u>3</u>	<u>7</u>	<u>4\frac{1}{2}</u>	<u>3</u>
Intercostal plates riveted to plating for length					
SIDE STRINGER Angle Irons					
Transoms, material. Knight-heads. Hawse Timbers.	<u>Iron</u>				
Windlass	<u>Iron patent</u>				
Pall Bitt	<u>none required</u>				

Inches in Ship.			Inches per Rule.		
PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges of doubling at Bilge, or increased thickness, and length applied	<u>32</u>	<u>9.8</u>	<u>32</u>	<u>9.8</u>	
fm 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 Upr. or Spar Dk. Sh'rstrake.	<u>33</u>	<u>10</u>	<u>33</u>	<u>10</u>	
Up. or Spar Dk Sh'rstrake, brdth & thiekns					
Butt Straps to outside plating, breadth & thickness	<u>16\frac{3}{4}</u>	<u>14\frac{1}{4}</u>	<u>9\frac{3}{4}</u>	<u>16\frac{3}{4}</u>	<u>14\frac{1}{4}</u>
Lengths of Plating	<u>5</u>	<u>apices</u>	<u>5</u>	<u>apices</u>	
Shifts of Plating, and Stringers	<u>2</u>	<u>apices</u>	<u>2</u>	<u>apices</u>	
Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness	<u>34\frac{1}{2}</u>	<u>8</u>	<u>34</u>	<u>8</u>	
Angle Iron on ditto	<u>4\frac{1}{2}</u>	<u>3\frac{1}{2}</u>	<u>4\frac{1}{2}</u>	<u>3\frac{1}{2}</u>	
Tie Plates fore and aft, outside Hatchways	<u>10</u>	<u>8\frac{1}{2}</u>	<u>10</u>	<u>8\frac{1}{2}</u>	
Diagonal Tie Plates on Beams No. of Pairs, 2	<u>at fore and main mast</u>				
Planksheer material and scantling	<u>none</u>				
Waterways do. do.	<u>cuttin</u>				
Flat of Upper Deck do. do.	<u>3\frac{1}{2}</u>		<u>3\frac{1}{2}</u>		
How fastened to Beams	<u>4. from nut & screw</u>				
Stringer Plate on ends of Main or Middle Deck Beams breadth and thickness					
Is the Stringer Plate attached to the outside plating?	<u>yes</u>				
Angle Irons on ditto, No.					
Tie Plates outside Hatchways					
Diagonal Tie Plates on Beams, No. of pairs					
Waterways materials and scantlings					
Flat of Middle Deck do. do.					
How fastened to Beams					
Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	<u>22\frac{1}{2}</u>	<u>8</u>	<u>22\frac{1}{2}</u>	<u>8</u>	
Is the Stringer Plate attached to the outside plating?					
Angle Irons on ditto, No. 4	<u>2</u>	<u>3\frac{1}{2}</u>	<u>7</u>	<u>3\frac{1}{2}</u>	<u>7</u>
Stringer or Tie Plates, outside Hatchways	<u>2</u>	<u>4</u>	<u>4</u>	<u>8</u>	<u>approved</u>
Flat of Lower Deck					
Ceiling betwixt Decks, thickness and material in hold do. do.	<u>spacing spacing</u>				
Main piece of Rudder, diameter at head do. at heel	<u>4\frac{1}{2}</u>		<u>4\frac{1}{2}</u>		
Can the Rudder be unshipped afloat?	<u>yes</u>				
Bulkheads No. 1 Thickness of					
Height up to upper deck	<u>6.5</u>		<u>6.5</u>		
How secured to sides of ship	<u>between double frames</u>				
Size of Vertical Angle Irons	<u>3 x 3 x 6</u>				
and distance apart	<u>30</u>				
Are the outside Plates doubled two spaces of Frames in length?	<u>yes</u>				

The **FRAMES** extend in one length from middle line to gunwale
 The **REVERSED ANGLE IRONS** on floors and frames extend from middle line to stern hold beam stringer and to gunwale 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 in. diameter, averaging 5 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 3/4 ins. from centre to centre.
 Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 in. diameter averaging 3/4 ins. from centre to centre.
 Butts of 2 Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 1/16 thicker than the plates they connect.
 Edges from bilge to Main Sheerstrake, worked clencher, double single riveted; with rivets 3/4 in. diameter, averaging 3/4 ins. from cr. to cr.
 Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 3/4 ins. from cr. to cr.
 Edges of Main Sheerstrake, double single riveted. **Upper Sheerstrake**, double or single riveted.
 Butts of Main Sheerstrake, treble riveted for 1/2 length amidships. Butts of Upper or Spar Sheerstrake, treble riveted 1/2 length amidships.
 Butts of Main Stringer Plate, treble riveted for 1/2 length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for 1/2 length.
 Breadth of laps of plating in double riveting 6 times Breadth of laps of plating in single riveting 3\frac{1}{2} times
 Butt Straps of Keelsons, Stringer and Tie Plates, treble, double single Riveted?
 Waterway, how secured to Beams cuttin gunwale (Explain by Sketch, if necessary.)
 Beams of the various Decks, how secured to the sides? Spaced between 2 Beams to 1/2" of 1/2" No. of Breasthooks, 5 Crutches, 3
 What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Angles and Butts by the
 Manufacturer's name or trade mark, S. M. & Co. B. V. & Co. Houghton Maffra & Co. & Bolton & Darghan
 The above is a correct description. Plates. Conn. from Co.
 Builder's Signature, J. P. Austin & Hunter Surveyor's Signature, W. H. B. Grant
 Surveyor to Lloyd's Register of British and Foreign Shipping.

IRON 471-0403

Do the butts of plating planed or otherwise fitted? *Planed*
Do 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 very few only*

18327 Iron

Masts, Bowsprit, Yards, &c., are *built wood* 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 *In accordance with tracing attached hereto.*
The Plates of which these Masts and Bowsprit are constructed were tested by Hot and Cold test / samples having been cut from the Plates / and found satisfactory. An approved tracing of Mast Caps is also attached. Appd. by letter 26/

NUMBER for EQUIPMENT		12520		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.				
No.	SAILS.	CABLES, &c.	Chains	270	19/16	43 9/10	270.19 43 9/10	43 9/10	Bowers	1	24.0.0.	23.17.2.0	23 2.0	23 7/10				
Two Units	Fore Sails,	where Tested, Date, & name of Suprntndt)	Breaking strain 61 1/2	Tested at the R.W.C.P.S. by J. Hartness 19/76					1	22.2.7	22.15.3.2	23.2.0	23 7/10					
	Fore Top Sails,	Tested							1	20.3.0	21.8.0.4	20.0.0	20 15/20					
	Fore Topmast Stay Sails	Chain							Tested at the R.W.C.P.S. by J. Hartness					19/76				
	Main Sails,	Hmpn Strm Ch	90						14/16	90 14/16								
and	Main Top Sails,	Hawser ...	90	10	90 10				Stream ...	1	10.1.0	—	10.0.0					
		Towlines ...	80	6	90 10					1	5.1.0	—	5.0.0					
		Warp	80	5	90 8				Kedges ...	1	2.2.2	—	2.2.0					
		quality	80	5	90 5													

Standing and Running Rigging *Wire & Hemp* sufficient in size and *good* in quality. She has *One* Long Boat and *2 others*

The Windlass is *good*. *2 Winches &* Capstan *good* and Rudder *good* Pumps *2 Iron good*

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? *Four Scuppers each side and four Ports each side and Mousing Pipes*

Cargo Hatchways.—How formed? *Plate and Angle Iron*

State size Main Hatch *15' x 9' 6"* Forehatch *5' 6" x 5'* Quarterhatch *5' 6" x 5'*

If of extraordinary size, state how framed and secured? *Plate Beam and strong fore and afters*

What arrangement for shifting beams? *Buts and screw*

Hatches, If strong and efficient? *Yes*

Order for Special Survey No. <i>2646</i>	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	<i>Built under S.P. and Surveyed 1876 Sept. 26 30 Oct 3 9 19 20 30 Nov 28 16 17 20 22 24 27 28 29 Dec 24 4 14 15 19 23 1/77 Jan 5 9 10 12 13 22 24 25 26 27 Feb 2 5 9 12 15 19 22 23 24 March 6 8 15 21 31 April 4 11 14</i>
Date <i>19th Sept 1/76</i>		2nd. On the plating during the process of riveting	
Order for Ordinary Survey No. <i>✓</i>		3rd. When the beams were in and fastened, and before the decks were laid....	
Date <i>✓</i>		4th. When the ship was complete, and before the plating was finally coated or cemented..	
No. <i>117</i> in builder's yard.		5th. After the ship was launched and equipped	

General Remarks (State quality of workmanship, &c.) *The workmanship in this vessel is good; she has been built under special survey, with a view to class 100 A. in general conformity with the Rules, and in accordance with the approved midship section and Profile tracing attached sanctioned by the Committee as advised by Secretary's letters bearing date the 19th and 25 Sep^r 1876 respectively. Diagonal tie plates are fitted on the Upper Deck where the masts are wedged, and to prevent sagging there is a Bull iron 7 1/2" x 7/16 for 30 feet in length wedged between the stringer angles at the After end; and forward a stringer plate 16" wide x 7/16 fitted between double angle irons attached to shell plating and connected with the Breasthook which are also attached to shell as shown on Profile tracing. She has a raised Quarter deck and top fallant foremast, and a small Masts on deck*

State if one, two, or three, decked vessel, or if open, or running 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 *Cement and Paint* Outside *Red lead and Paint*

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

The amount of the Entry Fee ... £ 5 : " : " is received by me, *HW*
Special ... £ 37 : 11 : " *5th April 1877*
Certificate ... " : " : "

(Travelling Expenses, if any, £ *—*).

Gen Committee's Minute *100 A. 1. + April 19th 1877*

Character assigned *100 A. 1. 1 deck & 2 tiers of beams*

Certificate to be retained by Surveyors until Sails are on board

© 2019

Lloyd's Register Foundation