

IRON SHIP.

Rev 20/8/1914
1844

No. 3034 Survey held at Aberdeen Date, First Survey July 19th Last Survey Aug 15th

On the Spey Iron Screw Schooner Master Gordon

TONNAGE under Tonnage Deck 197.29
 Ditto of Main Deck 4.19
 Ditto of Poop, or Raised Or. Dk. 23.11
 Ditto of Forecastle 4.15
 Gross Tonnage 229.20
 Less Crew Space 11.35
 Less Engine Room 84.48
 Register Tonnage as cut on Beam 130.34

ONE, OR TWO DECKED, THREE DECKED VESSEL.
 SPAR, OR AWNING-DECKED VESSEL.
 HALF BREADTH (moulded) 10.25
 DEPTH from upper part of Keel to top of Upper Deck Beams 11.4
 GIRTH of Half Midship Frame (as per Rule) 19.56
 1st NUMBER 41.6
 1st NUMBER, if a THREE-DECKED VESSEL (deduct 7 feet)

LENGTH 125.85
 2nd NUMBER 51.52
 PROPORTIONS Breadths to Length 5.5
 Depths to Length—Upper Deck to Keel 10.5
 Main Deck ditto

Built at Aberdeen
 When built 1844 Launched 25 July 1844
 By whom built Messrs Hall, Russell & Co
 Owners Messrs Adam & Co
 Port belonging to Aberdeen
 Destined Voyage Bathie
 If Surveyed while Building, Afloat, or in Dry Dock. Under special survey

LENGTH on deck as per Rule 125.85 BREADTH Moulded 20.5 DEPTH top of Floors to Upper Deck Beams 10.4 Power of Engines 35 Horse. 35 N° of Decks with flat laid One N° of Tiers of Beams One

Dimensions of Ship per Register, length, breadth, depth	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.
KEEL, depth and thickness	5 1/4 x 1 3/8	5 1/4 x 1 1/4	5 1/4 x 1 3/8	5 1/4 x 1 1/4	5 1/4 x 1 3/8	5 1/4 x 1 1/4	5 1/4 x 1 3/8	5 1/4 x 1 1/4
STEM, moulding and thickness	5 x 1 1/4	5 x 1 1/4	5 x 1 1/4	5 x 1 1/4	5 x 1 1/4	5 x 1 1/4	5 x 1 1/4	5 x 1 1/4
STERN-POST for Rudder do. do.	5 x 2 1/2	5 x 2 1/2	5 x 2 1/2	5 x 2 1/2	5 x 2 1/2	5 x 2 1/2	5 x 2 1/2	5 x 2 1/2
for Propeller	5 x 2 1/2	5 x 2 1/2	5 x 2 1/2	5 x 2 1/2	5 x 2 1/2	5 x 2 1/2	5 x 2 1/2	5 x 2 1/2
Distance of Frames from moulding edge to moulding edge, all fore and aft	20	20	20	20	20	20	20	20
FRAMES, Angle Iron, for 1/2 length amidships	3 1/2 x 3/8	3 1/2 x 3/8	3 1/2 x 3/8	3 1/2 x 3/8	3 1/2 x 3/8	3 1/2 x 3/8	3 1/2 x 3/8	3 1/2 x 3/8
Do. for 1/2 at each end	3 1/2 x 3/8	3 1/2 x 3/8	3 1/2 x 3/8	3 1/2 x 3/8	3 1/2 x 3/8	3 1/2 x 3/8	3 1/2 x 3/8	3 1/2 x 3/8
REVERSED FRAMES, Angle Iron	3 1/2 x 3/8	3 1/2 x 3/8	3 1/2 x 3/8	3 1/2 x 3/8	3 1/2 x 3/8	3 1/2 x 3/8	3 1/2 x 3/8	3 1/2 x 3/8
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	12 1/8 x 1/8	12 1/8 x 1/8	12 1/8 x 1/8	12 1/8 x 1/8	12 1/8 x 1/8	12 1/8 x 1/8	12 1/8 x 1/8	12 1/8 x 1/8
thickness at the ends of vessel	8 1/4 x 1/8	8 1/4 x 1/8	8 1/4 x 1/8	8 1/4 x 1/8	8 1/4 x 1/8	8 1/4 x 1/8	8 1/4 x 1/8	8 1/4 x 1/8
depth at 3/4 the half-bdth. as per Rule	25	24	25	24	25	24	25	24
height extended at the Bilges	25	24	25	24	25	24	25	24
BEAMS, Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	4 1/2 x 3/8	4 1/2 x 3/8	4 1/2 x 3/8	4 1/2 x 3/8	4 1/2 x 3/8	4 1/2 x 3/8	4 1/2 x 3/8	4 1/2 x 3/8
Single or double Angle Iron on Upper edge	3 1/2 x 3/8	3 1/2 x 3/8	3 1/2 x 3/8	3 1/2 x 3/8	3 1/2 x 3/8	3 1/2 x 3/8	3 1/2 x 3/8	3 1/2 x 3/8
Average space	3	3	3	3	3	3	3	3
BEAMS, Main, or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	4 1/2 x 3/8	4 1/2 x 3/8	4 1/2 x 3/8	4 1/2 x 3/8	4 1/2 x 3/8	4 1/2 x 3/8	4 1/2 x 3/8	4 1/2 x 3/8
Single or double Angle Iron, on Upper Edge	3 1/2 x 3/8	3 1/2 x 3/8	3 1/2 x 3/8	3 1/2 x 3/8	3 1/2 x 3/8	3 1/2 x 3/8	3 1/2 x 3/8	3 1/2 x 3/8
Average space	3	3	3	3	3	3	3	3
BEAMS, Lower Deck, Hold, or Orlop Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	4 1/2 x 3/8	4 1/2 x 3/8	4 1/2 x 3/8	4 1/2 x 3/8	4 1/2 x 3/8	4 1/2 x 3/8	4 1/2 x 3/8	4 1/2 x 3/8
Single or double Angle Iron on Upper Edge	3 1/2 x 3/8	3 1/2 x 3/8	3 1/2 x 3/8	3 1/2 x 3/8	3 1/2 x 3/8	3 1/2 x 3/8	3 1/2 x 3/8	3 1/2 x 3/8
Average space	3	3	3	3	3	3	3	3
KEELSONS Centre line, single or double plate, box, or intercostal, Plates	8 1/2 x 1/8	8 1/2 x 1/8	8 1/2 x 1/8	8 1/2 x 1/8	8 1/2 x 1/8	8 1/2 x 1/8	8 1/2 x 1/8	8 1/2 x 1/8
" Rider Plate	8 1/4 x 1/8	8 1/4 x 1/8	8 1/4 x 1/8	8 1/4 x 1/8	8 1/4 x 1/8	8 1/4 x 1/8	8 1/4 x 1/8	8 1/4 x 1/8
" Bulb Plate to Intercostal Keelson	8 1/4 x 1/8	8 1/4 x 1/8	8 1/4 x 1/8	8 1/4 x 1/8	8 1/4 x 1/8	8 1/4 x 1/8	8 1/4 x 1/8	8 1/4 x 1/8
" Angle Irons	3 x 3/8	3 x 3/8	3 x 3/8	3 x 3/8	3 x 3/8	3 x 3/8	3 x 3/8	3 x 3/8
" Double Angle Iron Side Keelson	3 x 3/8	3 x 3/8	3 x 3/8	3 x 3/8	3 x 3/8	3 x 3/8	3 x 3/8	3 x 3/8
" Side Intercostal Plate	3 x 3/8	3 x 3/8	3 x 3/8	3 x 3/8	3 x 3/8	3 x 3/8	3 x 3/8	3 x 3/8
" do. Angle Irons	3 x 3/8	3 x 3/8	3 x 3/8	3 x 3/8	3 x 3/8	3 x 3/8	3 x 3/8	3 x 3/8
" Attached to outside plating with angle iron	3 x 3/8	3 x 3/8	3 x 3/8	3 x 3/8	3 x 3/8	3 x 3/8	3 x 3/8	3 x 3/8
BILGE Angle Irons	3 x 3/8	3 x 3/8	3 x 3/8	3 x 3/8	3 x 3/8	3 x 3/8	3 x 3/8	3 x 3/8
" do. Bulb Iron	3 x 3/8	3 x 3/8	3 x 3/8	3 x 3/8	3 x 3/8	3 x 3/8	3 x 3/8	3 x 3/8
" do. Intercostal plates riveted to plating for length	3 x 3/8	3 x 3/8	3 x 3/8	3 x 3/8	3 x 3/8	3 x 3/8	3 x 3/8	3 x 3/8
BILGE STRINGER Angle Irons	3 x 3/8	3 x 3/8	3 x 3/8	3 x 3/8	3 x 3/8	3 x 3/8	3 x 3/8	3 x 3/8
Intercostal plates riveted to plating for length	3 x 3/8	3 x 3/8	3 x 3/8	3 x 3/8	3 x 3/8	3 x 3/8	3 x 3/8	3 x 3/8
SIDE STRINGER Angle Irons	3 x 3/8	3 x 3/8	3 x 3/8	3 x 3/8	3 x 3/8	3 x 3/8	3 x 3/8	3 x 3/8
Transoms, material. Knight-heads. Hawse Timbers.	Plates & frames	Plates & frames	Plates & frames	Plates & frames	Plates & frames	Plates & frames	Plates & frames	Plates & frames
Windlass	Handfield's Patent	Handfield's Patent	Handfield's Patent	Handfield's Patent	Handfield's Patent	Handfield's Patent	Handfield's Patent	Handfield's Patent
Pall Bitt								

The FRAMES extend in one length from Keel to Gunnwale Riveted through plates with 10/16 in. Rivets, about 5 apart.

The REVERSED ANGLE IRONS on floors and frames extend across middle line to upper turn of Bilge and to lower turn of Bilge 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 7/8 in. diameter, averaging 4 1/4 ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 10/16 in. diameter, averaging 2 1/2 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 10/16 in. diameter averaging 2 1/2 ins. from centre to centre.

Butts of One Strakes at Bilge for half length, double 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 10/16 in. diameter, averaging 2 1/2 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 10/16 in. diameter, averaging 2 1/2 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 length amidships. Butts of Upper or Spar Sheerstrake, treble riveted 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 3 1/4 Breadth of laps of plating in single riveting 2 1/2

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Double Riveted

Waterway, how secured to Beams (Explain by Sketch, if necessary.)

Beams of the various Decks, how secured to the sides? Welded across riveted to the frames No. of Breasthooks, 3 Crutches, 3

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Cast iron

Manufacturer's name or trade mark, Consett plating

The above is a correct description.

Builder's Signature, Hall Russell & Co Surveyor's Signature, J. W. Little

Surveyor to Lloyd's Register of British and Foreign Shipping.

IRON 473-0316

Workmanship. Are the butts of plating planed or otherwise fitted? All 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 in Corners of Butts

Masts, Bowsprit, Yards, &c., are Pitch Pine in good condition, and sufficient in size and length. If of Iron or Steel give
Scanlings 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 Length of Fore Mast from Deck to head 28 feet Dia 10 1/2 inches
15 inches. Duto of Main Mast 29 feet Dia 10 1/2 inches

NUMBER for EQUIPMENT		Fathoms.		Inches.	Test per Certificate.	Length & Size req'd pr Rule.	Test req'd per Rule.	ANCHORS.	N ^o .	Weight.	Test per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
SAILS.		205		14 1/8	13 3/4	165	13 3/4	Bowers	2	5.3.21	5.3.0.0	5.3.0	8
No.	Fore Sails,	60		9 1/8	3 3/4	0 1/2	20 1/8	(State Machine used, Date, & name of Superintendent.)	1	5.3.14	5.3.0.0	5.3.0	8
	Fore Top Sails,	90		6 1/2		4				2.0.0	5.18.3.0	2.0.0	
	Fore Topmast Stay Sails	90		4 1/2						1.0.5			
	Main Sails,	90		8 1/2									
	Main Top Sails,	90											
CABLES, &c.		60		9 1/8	3 3/4	0 1/2	20 1/8	Stream	1	2.0.0	5.18.3.0	2.0.0	
Chain		90		6 1/2		4		Kedges	1	1.0.5		1.0.0	
Hawser ...		90		4 1/2									
Towlines ...		90		8 1/2									
Warp ...		90											
quality		90											

Standing and Running Rigging Good sufficient in size and good in quality. She has one 15 ft Long Boat and one 14 ft Dingy
The Windlass is Good Capstan Good and Rudder Good Pumps 3" of Iron efficient

Engine Room Skylights. How constructed? Strong frame of Pitch Pine How secured in ordinary weather? Painted to Iron Corners on Raised Quarter Deck.

What arrangements for deadlights in bad weather? Glass Bulbs used

Coal Bunker Openings. How constructed? Cast Iron runs let How are lids secured? Self locking with Height above deck? flush with

Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? 3 Discharge ports and three

Cargo Hatchways. How formed? Iron Platings riveted to beams and tie plates

State size Main Hatch 10.0 x 23.0 Fore hatch 8.0 x 5.0 Quarter hatch 7.0 x 5.0

If of extraordinary size, state how framed and secured? One bulkhead across Main Hatch

What arrangement for shifting beams? None

Hatches, If strong and efficient? Yes

Order for Special Survey No. 447 Date Jan 15 1874

Order for Ordinary Survey No. 204 Date Jan 15 1874

No. 204 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 special survey and surveyed

2nd. On the plating during the process of riveting as follows Dec 19. March 8. 10. 14. 21. 24. 28. April 2. 5. 11. 18

3rd. When the beams were in and fastened, and before the decks were laid. 25. 28. May 2. 9. 10. 15. 18. 21. 26. 30. June 2. 12. 15. 19. 20. 22. 23. 24. 29. July 3. 5

4th. When the ship was complete, and before the plating was finally coated or cemented. 9. 12. 14. 19. 26. 27. Aug 7. 8. 10. 14. 15.

5th. After the ship was launched and equipped

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

Length of Raised Quarter Deck 40.5. duto of fore castle 14.5. duto of Water

ballast tank 32 feet. Tests hot and cold have been made upon the Iron

used in the construction of this vessel and found to be of good quality.

And is built in accordance with accompanying approved tracings

as per contracts letter dated 15 January 1874.

State if one, two, or three, decked vessel, or if spar, or awning decked; and the lengths of poop, fore-castle, or raised quarter deck, and the length of double, or part double bottom.

How are the surfaces preserved from oxidation? Inside Red Lead and Portland Cement Outside Paint

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

The amount of the Entry Fee ... £ 3 : 0 : 0 is received by me, J. W. Little

Special ... £ 10 : 14 : 0 Aug 18 1874

Certificate ... Grades:

(Travelling Expenses, if any, £ None)

Committee's Minute 21st August, 1877.

Character assigned 100 A 1

Lloyds Mc DBW double bottom 32 ft double bottom 32 ft