

IRON SHIP.

No. 4704 Survey held at Paisley Date, First Survey 5 April Last Survey 10 August 1878

On the S.S. TROCADERO (SCHOONER) Master James Purdie

TONNAGE under 278.25 ONE, ~~OR TWO~~ DECKED, ~~THREE DECKED~~ VESSEL.

Ditto of Third, Spar, Loche 2.53 ~~SPAR, OR AFTING DECKED VESSEL.~~

Ditto of Deck 36.52 HALF BREADTH (moulded)... 11.12 Feet.

Ditto of Houses 11.12 DEPTH from upper part of Keel to top of Upper Deck Beams 12.7

Ditto of Castles 11.12 GIRTH of Half Midship Frame (as per Rule) 20.83

Gross Tonnage 328.42 1st NUMBER 44.65

Less Crew Space 15.25 ~~LENGTH, &c. PERMITTED VESSEL~~

Less Engine Room 136.23 LENGTH 149.

Register Tonnage 192.19 2nd NUMBER 66.52

as cut on Beam 192.19 PROPORTIONS—Breadths to Length 6.6

Depths to Length—Upper Deck to Keel 11.7

Main Deck ditto 11.7

Built at Paisley

When built 1878 Launched 17 July

By whom built H. Mc. Intyre & Co.

Owners Laurey & Robinson, London

Port belonging to London

Destined Voyage Not fixed

If Surveyed while Building, Afloat, or in Dry Dock.

under ordinary survey

LENGTH on deck as per Rule 149 Feet. Inches. BREADTH—Moulded... 22 Feet. Inches. DEPTH top of Floors to Upper Deck Beams 11 Feet. Inches. Do. do. Main Deck Beams 6 Feet. Inches. Power of Engines 60 Horse. No. of Decks with flat laid ONE No. of Tiers of Beams ONE

Dimensions of Ship per Register, length, 150.1 breadth, 22.4 depth, 11.4

KEEL, depth and thickness 7 x 1 5/8 Inches in Ship. Inches per Rule.

STEM, moulding and thickness... 6 x 1 3/4 6 1/4 x 1 5/8

STERN-POST for Rudder do. do. 6 1/4 x 3 3/8 3 6/4 x 3 1/4

" " for Propeller 6 1/2 x 3 3/8 3 6/4 x 3 1/4

Distance of Frames from moulding edge to moulding edge, all fore and aft 21 ins. (Class 100A.)

FRAMES, Angle Iron, for 1/2 length amidships 3 x 2 1/2 5/16 3 x 2 1/2 5/16

Do: for 1/2 at each end 3 x 2 1/2 5/16 3 x 2 1/2 5/16

REVERSED FRAMES, Angle Iron 2 1/2 x 2 1/2 4/16 2 1/2 x 2 1/2 4/16

FLOORS, depth and thickness of Floor Plate at mid line for half length amidships 12 1/2 x 5/16 12 1/2 x 5/16

" thickness at the ends of vessel 5/16 5/16

" depth at 1/2 the half-bdth. as per Rule as per in. by

" height extended at the Bilges... three depth.

BEAMS, Main, or Middle Deck 5 1/2 x 3 x 7/16 5 1/2 x 3 x 7/16

Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 42 ins. 42 ins.

Single or double Angle Iron on Upper edge 2 1/2 x 3 x 7/16 2 1/2 x 3 x 7/16

Average space... 42 ins. 42 ins.

BEAMS, Lower Deck, Hold, or Orlop 7 x 3 x 7/16 7 x 3 x 7/16

Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 3 x 3 x 7/16 3 x 3 x 7/16

Single or double Angle Iron on Upper edge 8 1/2 ins. 10 1/2 ins.

Average space... 8 1/2 ins. 10 1/2 ins.

KEELSONS Centre line, single or double plate, x 5/16 x 5/16

Intercoastal, Plates x 5/16 x 5/16

Bulb Plate to Intercoastal Keelson 6 x 5/16 5 1/2 x 5/16

Angle Irons 3 x 3 x 7/16 3 x 3 x 7/16

Double Angle Iron Side Keelson 3 x 3 x 7/16 3 x 3 x 7/16

Side Intercoastal Plate 10 ins. plates 4/16

do. Angle Irons 10 ins. plates 4/16

Attached to outside plating with angle iron

BILGE Angle Irons 3 x 3 x 7/16 3 x 3 x 7/16

do. Bulb Iron 6 x 5/16 5 1/2 x 5/16

do. Internal plates riveted to plating for length

BILGE STRINGER Angle Irons 3 x 3 x 7/16 3 x 3 x 7/16

Internal plates riveted to plating for length

SIDE STRINGER Angle Irons 3 x 3 x 7/16 3 x 3 x 7/16

Transoms, material. Knight-heads. Hawse Timbers. Don't take any

Windlass Emerson Patent Pall Bitt —

The FRAMES extend in one length from Keel to gunwale

The REVERSED ANGLE IRONS on floors and frames extend from middle line to above side stringer or any and to above side stringer or any alternately

KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? yes

PLATING. Garboard, double riveted to Keel, with rivets 1 1/16 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 1/4 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 in. diameter averaging 3 1/4 ins. from centre to centre.

Butts of Strakes at Bilge length, treble riveted with Butt Straps thicker than the plates they connect

Edges from bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 3/4 in. diameter, averaging 3 1/4 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 3 1/4 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 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 4 1/2 Breadth of laps of plating in single riveting 2 3/4

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

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

Beams of the various Decks, how secured to the sides? Born timbers riveted to frames No. of Breasthooks, 3 Crutches, 2

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

Manufacturer's name or trade mark, Plates, Johnson & Co. Ry.

The above is a correct description.

Builder's Signature, H. Mc. Intyre & Co. Surveyor's Signature, James Purdie

Flat Keel Plate, breadth and thickness 30 x 8/16 30 x 8/16

PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges 6 x 7/16 6 x 7/16

of plating at Bilge, or increased thick- 7/16 7/16

ness, and length applied length applied

fm up part of Bilge to l. edge of Sh'rstrake. 6 x 7/16 6 x 7/16

Main Sheerstrake, breadth and thickness 30 x 9/16 30 x 9/16

of plating at Sh'rstrake, or length applied

from Main to Upper Spar Dk. Sh'rstrake

Upper Spar Dk. Sh'rstrake, breadth and thickness 30 x 9/16 30 x 9/16

Butt Straps to outside plating, breadth & thickness 9 3/4 x 1 1/4 9 3/4 x 1 1/4

Lengths of Plating 7 spaces 5 spaces

Shifts of Plating, and Stringers... 2 spaces 2 spaces

Gunwale Plate on ends of Upper Deck Beams, breadth and thickness... 3 1/4 x 7/16 3 1/4 x 7/16

Angle Iron on ditto 3 x 3 x 7/16 3 x 3 x 7/16

Tie Plates fore and aft, outside Hatchways 27 x 5/16 27 x 5/16

Diagonal Tie Plates on Beams, No. of pairs 3 1/4 x 7/16 3 1/4 x 7/16

Planksheer material and scantling 3 gutter Wakeboards

Waterways do. do. 3 f.t. 3

Flat of Upper Deck do. do. 3 f.t. 3

How fastened to Beams 4000 Bricks

Stringer Plate on ends of Upper Deck Beams, breadth and thickness... 20 x 7/16 20 x 7/16

Beams, breadth and thickness UNDER RAISED 20 x 7/16 20 x 7/16

Is the Stringer Plate attached to the outside plating? yes

Angle Irons on ditto, No. 3 3 x 3 x 7/16 3 x 3 x 7/16

Tie Plates outside Hatchways 27 x 5/16 27 x 5/16

Diagonal Tie Plates on Beams, No. of pairs 3 1/4 x 7/16 3 1/4 x 7/16

Waterways materials and scantlings 3 gutter Wakeboards

Flat of Middle Deck do. do. 3 f.t. 3

How fastened to Beams 4000 Bricks

Stringer Plates on ends of Lower Deck, Hold or Orlop Beams 20 x 7/16 20 x 7/16

Is the Stringer Plate attached to the outside plating? yes

Angle Irons on ditto, No. 3 3 x 3 x 7/16 3 x 3 x 7/16

Stringer or Tie Plates, outside Hatchways 27 x 5/16 27 x 5/16

Flat of Lower Deck do. do. 3 f.t. 3

Ceiling betwixt Decks, thickness and material Batten, space

" in hold do. do. 2 space 2

Main piece of Rudder, diameter at head 33 1/4 33 1/4

do. at heel 2 1/4 2 1/4

Can the Rudder be unshipped afloat? yes

Bulkheads No. 4 Thickness of 4/16

" Height up three to upper deck after out to lower deck

" How secured to sides of ship Don't know

" Size of Vertical Angle Irons 2 1/2 x 3/4 and distance apart 30 ins.

" Are the outside Plates doubled two spaces of Frames in length? yes

"

"

"

"

"

"

"

"

"

"

"

"

Workmanship. Are the butts of plating planed or otherwise fitted? *Hand fitted*

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 *For time* *21542 Iron*

NUMBER for EQUIPMENT		7317	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.
N ^o .	SAILS.	CABLES, &c.	165	1	18	165-1' 18"	18	Bowers					
one Sail	Fore Sails,	Chain							2	7.1.21	9 13/20	7 1/4	9 9/20
	Fore Top Sails,								2	7.0.7	9 7/20.	7 1/4	9 9/20
	Fore Topmast Stay Sails												