

IRON SHIP.

No. 3192 Survey held at Aberdeen Date, First Survey Sept 11 1878 Last Survey March 7 1879

On the Quathlamba Master John Smith

TONNAGE under Tonnage Deck 450.20

Ditto of Third, Spar, or Awning Deck 29.18

Ditto of Poop, or Raised Qr. Dk. 15.34

Ditto of Houses on Deck 1.49

Ditto of Corroches

Gross Tonnage 495.21

Less Crew Space 24.95

Less Engine Room

Register Tonnage as cut on Beam 464.26

ONE, OR TWO DECKED; ONE DECKED VESSEL.

SPAR, OR AWNING DECKED VESSEL.

HALF BREADTH (moulded) 14.4

DEPTH from upper part of Keel to top of Upper Deck Beams 15.0

GIRTH of Half Midship Frame (as per Rule) 20.0

1st NUMBER 55.4

1st NUMBER, if a THREE DECKED VESSEL

[deduct 7 feet]

LENGTH 100.0

2nd NUMBER 5854

PROPORTIONS—Breadths to Length 5.55

Depths to Length—Upper Deck to Keel 10.00

Main Deck ditto

Built at Aberdeen

When built 1879 Launched Feb 5 1879

By whom built James A. Hall & Co.

Owners J. I. Penne & Co.

Port belonging to Aberdeen

Destined Voyage India

Surveyed while Building, Afloat, or in Dry Dock. Under special survey

LENGTH on deck as per Rule 100.0 BREADTH Moulded 29.1 DEPTH top of Floors to Upper Deck Beams 15.8 Power of Engines 1 Horse. N° of Decks with flat laid One N° of Tiers of Beams One

Dimensions of Ship per Register, length 107.9 breadth 29.1 depth 15.0

KEEL, depth and thickness 1 1/4 x 2

EM, moulding and thickness 5 1/2 x 1 1/8

ERN-POST for Rudder do. do. 5 1/2 x 1 1/8

" for Propeller 21

istance of Frames from moulding edge to moulding edge, all fore and aft 21

FRAMES, Angle Iron, for 1/2 length amidships 3 1/2 x 3 5/8

Do. for 1/2 at each end 3 1/2 x 3 5/8

REVERSED FRAMES, Angle Iron 3 x 2 1/2 5/8

FLOORS, depth and thickness of Floor Plate at mid line for half length amidships 15 1/2 x 1/2

" thickness at the ends of vessel 8 x 1/2

" depth at 1/2 the half-bath, as per Rule 3 1/2 inches

" height extended at the Bilges 3 1/2 inches

BEAMS, Upper, Spar, or Awning Deck Single or double Angle Iron, Plate or Tee Bulb Iron 4 x 1/2 5/8

Single or double Angle Iron on Upper edge 3 1/2 x 3 5/8

Average space 3.6

BEAMS, Main, or Middle Deck Single or double Angle Iron, Plate or Tee Bulb Iron 3 1/2 x 3 5/8

Single or double Angle Iron on Upper Edge 3 x 3 5/8

Average space 2 beams at fore and main masts

BEAMS, Lower Deck, Hold, or Orlop Single or double Angle Iron, Plate or Tee Bulb Iron 3 1/2 x 3 5/8

Single or double Angle Iron on Upper Edge 3 x 3 5/8

Average space 2 beams at fore and main masts

KEELSONS Centre line, single or double plate, box, or intercostal, Plates 11 1/4 x 9/16

" Rider Plate 4 3/4 x 9/16

" Bulb Plate to Intercostal Keelson 3 1/2 x 3 5/8

" Angle Irons 3 1/2 x 3 5/8

" Double Angle Iron Side Keelson 3 1/2 x 3 5/8

" Side Intercostal Plate 3 1/2 x 3 5/8

" do. Angle Irons 3 1/2 x 3 5/8

" Attached to outside plating with angle iron

BILGE Angle Irons 3 1/2 x 3 5/8

" do. Bulb Iron 3 1/2 x 3 5/8

" do. Intercostal plates riveted to plating for length

BILGE STRINGER Angle Irons 3 1/2 x 3 5/8

Intercostal plates riveted to plating for length

SIDE STRINGER Angle Irons

Transoms, material. Knight-heads. Hawse Timbers. Plates & frames

Windlass Brown & Sharpe's Patent Pall Bitt

The FRAMES extend in one length from Keel to Gumwale

The REVERSED ANGLE IRONS on floors and frames extend across middle line to hold beam stringer and to gumwale 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 2 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 2 1/4 ins. from centre to centre.

" Butts of One 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 3/4 in. diameter, averaging 2 1/4 ins. from cr. to cr.

" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 2 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, double riveted for length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.

" Butts of Main Stringer Plate, double riveted for length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length.

" Breadth of laps of plating in double riveting 5 Breadth of laps of plating in single riveting 3

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

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

Beams of the various Decks, how secured to the sides? Wedges driven under to the frames No. of Breasthooks, four Crutches, four

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

Manufacturer's name or trade mark, John Campbell

The above is a correct description.

Builder's Signature, A. W. Hall Surveyor's Signature, J. I. Penne

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

Lloyd's Register

Foundation

2000 (9.576)

180483-0072

Workmanship. Are the butts of plating planed or otherwise fitted? *all planed*
Do the edges of the carvel work and of the butts fit 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* 22847. Iron.

Masts, Bowsprit, Yards, &c., are *Iron & Pitch Pine* 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 *Mast fore & Main are formed of 2 plates 5 1/2 in. 7 1/2 in. thick. Land double clencher. Butts tuble carvel riveted. Butt straps 1/2 in. thicker than plates. Doubling plates 10 feet long 7 1/2 in. thick. Lengths 64.5 & 64 at Deck 22. Heel 19. Cap 15.*

Taken by D. J. Lewis at Rotherham 16 Jan 1849. Taken by D. J. Lewis 25.25 Jan 1849 at Rotherham

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Length & Size req'd per Rule.	Test req'd per Rule.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	Weight req'd per Rule.	Test req'd per Rule.
N ^o .	SAILS.	CABLES, &c.					Bowers	3				
1	Fore Sails,	Chain	240	1 1/2	5 1/2 x 2.0	5 1/2 x 2.0						
2	Fore Top Sails,											
3	Fore Topmast Stay Sails											
4	Main Sails,											
5	Main Top Sails,											
6	and											
7	Standing and Running Rigging											
8	The Windlass is											
9	Engine Room Skylights.											
10	What arrangements for deadlights in bad weather?											
11	Coal Bunker Openings.											
12	Scuppers, &c.											
13	Cargo Hatchways.											
14	State Size Main Hatch											
15	If of extraordinary size, state how framed and secured?											
16	What arrangement for shifting beams?											
17	Hatches, If strong and efficient?											

Capstan *of Iron* and Rudder *Good* Pumps *2 of Iron 6 in. and 2 of Wood 4 in.*

How secured in ordinary weather? *One 22 ft long Boat and one 22 ft long Boat*

How are lids secured? *How are lids secured?* Height above deck?

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Three scuppers and three discharge ports on each side*

Cargo Hatchways.—How formed? *Iron coamings riveted to beams and tie plates*

State Size Main Hatch *4.5 x 10.0* Forehatch *4.5 x 4.5* Quarterhatch *4.5 x 4.5*

If of extraordinary size, state how framed and secured? *Medium size*

What arrangement for shifting beams? *One beam in Main Hatch*

Hatches, If strong and efficient? *Yes*

Order for Special Survey No. *118* Date *21 July 1848*
Order for Ordinary Survey No. *118* Date *21 July 1848*
No. *300* in builder's yard.

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

The Bowsprit is formed of 2 plates 5 1/2 in. 7 1/2 in. thick. Land double clencher. Butt straps 1/2 in. thicker than plates and tuble riveted. Doubling plate 7 1/2 in. thick 9 feet long, with two Oyle bars whole length 3 x 2 1/2 x 7 1/2. Length outside head 14 feet. Dia at head 22. Heel 19. Cap 14. Height of Mast of Pitch Pine length 54 feet sea at Deck 16. Heel 14. Cap 12. And is built in accordance with accompanying approved tracing of Midship section as per Secretary's letter dated 22 July 1848. Tests hot and cold have been made upon the Iron used in the construction of this vessel and found to be of good quality. Length of Raised Quarter Deck 38.5

State if one, two, or three decked vessel, or if spar, 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 *Red Lead, Portland Cement on flat of bottom* Outside *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, *J. W. Little*

Special ... £ *23.4.0* 28 July 1879

Certificate ... *Grater*

(Travelling Expenses, if any, £ *none*)

Committee's Minute *4th March, 1879*

Character assigned *100 A 1*

TRW

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

This vessel appears to be eligible for classification as a one deck

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