

IRON SHIP.

No. 5155 Survey held at *Railberglen*

Date, First Survey *9th March*

Last Survey *10th August 1880*

On the *for for Jasper*

Master *D McPherson*

ONNAGE under *235.0* ONE, OR TWO DECKED, THREE DECKED VESSEL.
 Tonnage Deck *235.0*
 Ditto of *1.37*
 Ditto of *23.73*
 Raised Or. Deck *2.40*
 Ditto of Houses *16.65*
 Ditto of Forecastle *272.23*
 Gross Tonnage *22.30*
 Less Crew Space *256.65*
 For fees *99.14*
 Less Engine Room *157.51*
 Register Tonnage *as cut on Beam*

SPAR, OR AWNING DECKED VESSEL.
 HALF BREADTH (moulded) *11.5*
 DEPTH from upper part of Keel to top of Upper Deck Beams *11.7*
 GIRTH of Half Midship Frame (as per Rule) *20.7*
 1st NUMBER *43.9*
 1st NUMBER, if a THREE-DECKED VESSEL [deduct 7 feet]
 LENGTH *143.9*
 2nd NUMBER *6317*
 PROPORTIONS—Breadths to Length *6.2*
 Depths to Length—Upper Deck to Keel *12.3*
 Main Deck ditto

Built at *Railberglen*
 When built *1880* Launched *4th July*
 By whom built *T.B. Seath & Co*
 Owners *W Robertson & Co*
 Port belonging to *Glasgow*
 Destined Voyage *Cly Coast*
 and *Surveyed while Building, Afloat, or in Dry Dock.*

LENGTH on deck as per Rule *143.9* BREADTH Moulded *23* DEPTH top of Floors to Upper Deck Beams *10.6* Power of Engines *56* Horse. *56* No. of Decks with flat laid *me* No. of Tiers of Beams *me*

Dimensions of Ship per Register, length, *144.0*, breadth *23.15*, depth, *10.7*

	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	6 x 2	7 x 1 1/2	PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges	30	0	30	0				
STEM, moulding and thickness	6 x 1 1/2	6 1/2 x 1 1/2	" of doubling at Bilge, increased thickness, and length applied	7.86	7.86	7.86	7.86				
STERN-POST for Rudder do. do.	7 x 3 1/2	7 x 3 1/2	" fm up. part of Bilge to lr. edge of Sh'rstrake.	7.86	7.86	7.86	7.86				
" for Propeller	7 x 3 1/2	7 x 3 1/2	" Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied	30	10	30	10				
Distance of Frames from moulding edge to moulding edge, all fore and aft	21	21	" from Main to Upper or Spar Dr. Sh'rstrake	11.5	11.5	11.5	11.5				
FRAMES, Angle Iron, for 1/2 length amidships	3 2 1/2	3 2 1/2	" Up. or Spar Dr. Sh'rstrake, breadth & thickness	14 1/2	11.5	14 1/2	11.5				
Do. for 1/2 at each end	2 1/2	2 1/2	Butt Straps to outside plating, breadth & thickness	14 1/2	11.5	14 1/2	11.5				
REVERSED FRAMES, Angle Iron	2 1/2	2 1/2	Lengths of Plating	12	12	12	12				
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	1 1/2	6	Shifts of Plating, and Stringers	12	12	12	12				
" thickness at the ends of vessel	2 1/2	2 1/2	Gunnery Plate on ends of	34	7	34	7				
" depth at 1/2 the half-bdth. as per Rule	2 1/2	2 1/2	" Deck Beams, breadth and thickness	3	3	3	3				
" height extended at the Bilges	2 1/2	2 1/2	Angle Iron on ditto	7	6	7	6				
BEAMS, Upper, Spar, or Aft Deck	6	5	Tie Plates fore and aft, outside Hatchways	7	6	7	6				
Single or double Angle Iron, Plate or Tee Bulb Iron	2 1/2	2 1/2	Diagonal Tie Plates on Beams No. of Pairs	3	3	3	3				
Average space	42	42	Planksheer material and scantling	3	3	3	3				
BEAMS, Main, or Middle Deck	6	5	Waterways do. do.	3	3	3	3				
Single or double Angle Iron, Plate or Tee Bulb Iron	2 1/2	2 1/2	Flat of Upper Deck do. do.	3	3	3	3				
Average space	42	42	How fastened to Beams	3	3	3	3				
BEAMS, Lower Deck, Hold, or Orlop	6	5	Stringer Plate on ends of Main or Middle Deck	34	7	34	7				
Single or double Angle Iron, Plate or Tee Bulb Iron	2 1/2	2 1/2	Beams, breadth and thickness	34	7	34	7				
Average space	42	42	Is the Stringer Plate attached to the outside plating?	Yes	Yes	Yes	Yes				
KEELSONS Centre line, single or double plate, or Intercoastal Plates	10	0	Angle Irons on ditto, No.	3	3	3	3				
" Rider Plate	6 1/2	0	Tie Plates, outside Hatchways	7	6	7	6				
" Bulk Plate to Intercoastal Keelson	3	3	Diagonal Tie Plates on Beams, No. of Pairs	3	3	3	3				
" Angle Irons	6	5	Waterways materials and scantlings	3	3	3	3				
" Double Angle Iron Side Keelson	6	5	Flat of Middle Deck do. do.	3	3	3	3				
" Side Intercoastal Plate	3	3	How fastened to Beams	3	3	3	3				
" do. Angle Irons	3	3	Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	3	3	3	3				
" Attached to outside plating with angle iron	2 1/2	2 1/2	Is the Stringer Plate attached to the outside plating?	Yes	Yes	Yes	Yes				
BILGE Angle Irons	3	3	Angle Irons on ditto, No.	3	3	3	3				
" do. Bulb Iron	6	5	Stringer or Tie Plates, outside Hatchways	7	6	7	6				
" do. Intercoastal plates riveted to plating for length	12	7	Flat of Lower Deck	3	3	3	3				
BILGE STRINGER Angle Irons	3	3	Ceiling betwixt Decks, thickness and material	2	2	2	2				
Intercoastal plates riveted to plating for length	12	7	" in hold do. do.	3 1/2	3 1/2	3 1/2	3 1/2				
SIDE STRINGER Angle Irons	3	3	Main piece of Rudder, diameter at head	2 1/2	2 1/2	2 1/2	2 1/2				
Transoms, material. Knight-heads. Hawse Timbers.	Iron	Iron	do. at heel	2 1/2	2 1/2	2 1/2	2 1/2				
Windlass	Iron	Iron	Can the Rudder be unshipped afloat?	Yes	Yes	Yes	Yes				
Pall Bitt	Iron	Iron	Bulkheads No. 4	4	4	4	4				

The FRAMES extend in one length from *Keel* to *Deck Stringers* Riveted through plates with *3/4 in.* Rivets, about *5* apart.
 The REVERSED ANGLE IRONS on floors and frames extend from *middle line* to *above upper edge of Pl.* and to *Deck Stringers* 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 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 *no* Strakes at Bilge for *half* length, *double* riveted with Butt Straps *1/2* thicker than the plates they connect.
 " 2 Edges from bilge to Main Sheerstrake, worked clencher, *double* or single riveted; with rivets *3/4* in. diameter, averaging *2 1/2* 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* length amidships.
 " Butts of Main Sheerstrake, *double* riveted for *soft* length amidships. Butts of Upper or Spar Sheerstrake, *treble* riveted for *length* amidships.
 " Butts of Main Stringer Plate, *double* riveted for *length* amidships. Butts of Upper or Spar Stringer Plate, *treble* riveted for *length* amidships.
 " Breadth of laps of plating in double riveting *4 1/2* Breadth of laps of plating in single riveting *2 1/2*
 Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? *Part treble the rest double riveted*
 Waterway, how secured to Beams *Gutter Waterway* (Explain by Sketch, if necessary.)
 Beams of the various Decks, how secured to the sides? *Forged knee ends* No. of Breasthooks, *4* Crutches, *3*
 What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *Wrought Iron*
 Manufacturer's name or trade mark, *W. & A. Clark, Glasgow*
 The above is a correct description.
 Builder's Signature, *T.B. Seath & Co* Surveyor's Signature, *H. J. ...* Lloyd's Register
 Surveyor to Lloyd's Register of British and Foreign Shipping

6800-5642001

Workmanship. Are the butts of plating planed or otherwise fitted? *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 facing surfaces? *Yes*
Do any rivets break into or through the seams or butts of the plating? *Very few*

Masts, Bowsprit, Yards, &c., are *Iron* 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

Three fore masts of Patch Pine
Lower mast stepped in socket on deck well secured

NUMBER for EQUIPMENT		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	Wght req'd per Rule.	Test req'd per Rule.
1	SAILS.	CABLES, &c.					<i>Iron</i> <i>CPHT</i> <i>CPHT</i> <i>CPHT</i> <i>CPHT</i> <i>CPHT</i>	<i>5007</i> <i>5008</i> <i>5009</i> <i>5010</i> <i>5011</i> <i>5012</i>	<i>7.2.4</i> <i>7.1.0</i> <i>7.1.0</i> <i>7.1.0</i> <i>7.1.0</i> <i>7.1.0</i>	<i>9.15.5.21</i> <i>9.9.1.14</i> <i>9.9.1.14</i> <i>9.9.1.14</i> <i>9.9.1.14</i> <i>9.9.1.14</i>	<i>7 1/4</i> <i>1 1/4</i> <i>1 1/4</i> <i>1 1/4</i> <i>1 1/4</i> <i>1 1/4</i>	<i>9 3/4</i> <i>1 1/4</i> <i>1 1/4</i> <i>1 1/4</i> <i>1 1/4</i> <i>1 1/4</i>
	Fore Sails,	Chain										
	Fore Top Sails,	Nos 4597										
	Fore Topmast Stay Sails,	CPHT										
	Main Sails,	CPHT										
	Main Top Sails,	CPHT										

Standing and Running Rigging *Wire & hemp* sufficient in size and *Good* quality. She has *2* Long Boat *Sand*
The Windlass is *Iron* Capstan *and* Rudder *Good* Pumps *Good*
Engine Room Skylights. How constructed? *Iron casings* How secured in ordinary weather? *Plated on top*
What arrangements for deadlights in bad weather? *Side scuttles in iron casing*
Coal Bunker Openings. How constructed? *Iron R & Deck* How are lids secured? *Lockings* Height above deck? *Flush*
Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *3 scuppers and 2 water ports on main deck*
Cargo Hatchways. How formed? *Iron coverings*
State size Main Hatch *24' x 9'* Forehatch *14' x 9'* Quarterhatch *14' x 9'*
If of extraordinary size, state how framed and secured? *Main deck plated ahead of drain hatchway*
What arrangement for shifting beams? *2 plate beams in main hatch 1 in after hatch*
Hatches, If strong and efficient? *Yes*

Order for Special Survey No. <i>1145</i>	1st. On the several parts of the frame, when in place, and before the plating was wrought	<i>March 9 25</i>	<i>April 9 17 24</i>
Date <i>Dec 22/79</i>	2nd. On the plating during the process of riveting	<i>May 1 10 27</i>	<i>June 4 17 21 30</i>
Order for Ordinary Survey No. <i>1146</i>	3rd. When the beams were in and fastened, and before the deck was laid...	<i>July 23</i>	<i>August 6 10 18 1880</i>
Date <i>Jan 1/80</i>	4th. When the ship was complete, and before the plating was finally coated or cemented...		
No. <i>194</i> in builder's yard.	5th. After the ship was launched and equipped		

General Remarks (State quality of workmanship, &c.) *The Workmanship is good and the vessel is built in accordance with the appended approved plans with an additional side keelson of angle and hull iron. She is fitted with water ballast in the fore peak tested according to rule and given to launching*

Erection above main deck
Raised forecabin 22/9
Quarter deck 14/4

Water ballast
In fore peak 20 tons 19/4 along top

State if one, two, or three decked vessel, or if spar, or running decked; and the lengths of *forecabin*, *raised quarter deck*, and the length of *double*, or *part double bottom*.

How are the surfaces preserved from oxidation? Inside *Cement and Paint* Outside *Paint*

I am of opinion this Vessel should be Classed *+100 AS*
The amount of the Entry Fee ... *3 : 0 : 0* is received by me, *Aug 20th*
Special ... *12 : 17 : 0* August 1880
Certificate ... *British*

(Travelling Expenses, if any, £ *3.3.0*.)

Committee's Minute *Friday, August 27th. 1880*

Character assigned *100 AS*
of *Lloyd's M & 8,80*

W. H. Murray
Surveyor to Lloyd's Register of British and Foreign Shipping.
This vessel appears to be eligible to be classed *100 AS* as recommended
Lloyd's Register Foundation