

# IRON SHIP

No. 17675 Survey held at *Newcastle*

Date, First Survey *28th Jan'y*

(Received at London Office) *14 JULY 1884*  
Last Survey *24th June* 18*84*

On the

*S.S. "Elderslie" (R.M. Lloyd)*

TONNAGE under } *2273.85*  
Tonnage Deck }  
Ditto of Third, Spar, }  
on Awning Deck }  
Ditto of Poop, or }  
Raised Or. De. } *437.56*  
Ditto of Houses }  
on Deck } *6.70*  
Ditto of Forecastle } *42.76*  
Gross Tonnage } *2780.87*  
Less Crew Space } *76.28*  
Less Engine Room } *883.48*  
Register Tonnage } *1801.11*  
as cut on Beam }

ONE, OR TWO DECKED, THREE DECKED VESSEL,  
SPAR, OR AWNING-DECKED VESSEL.

Half Breadth (moulded) ... *20.00*  
Depth from upper part of Keel to top of Upper Deck Beams *27.83*  
Girth of Half Midship Frame (as per Rule) ... *43.08*  
1st Number ... *90.41*  
1st Number, if a 3-Decked Vessel .. deduct 7 feet *7.00*  
Length ... *298.41*  
2nd Number ... *2489.0*  
Proportions— Breadths to Length .. *7.46*  
Depths to Length—Upper Deck to Keel .. *10.91*  
Main Deck ditto *15.37*

Master *Swat*  
Built at *Newcastle*  
When built *1884* Launched *3rd April*  
By whom built *Palmer & Co.*  
Owners *Cumbeall, Marwick & Co.*  
Residence *Glasgow*  
Port belonging to *Glasgow*  
Destined Voyage *New Zealand*  
If Surveyed while Building, Afloat, or in Dry Dock. *While Building & Afloat*

LENGTH on deck as per Rule ... *298.41* Feet. Inches. BREADTH— Moulded ... *40.0* Feet. Inches. DEPTH top of Deck Beams to Upper Deck Beams ... *27.83* Feet. Inches. Do. do. Main Deck Beams ... *16.00* Feet. Inches. Power of Engines ... *300* Horse. N° of Decks with flat laid ... *Two* N° of Tiers of Beams ... *Two*

Dimensions of Ship per Register, length, *298.0* breadth, *40.0* depth, *23.9* DEPTH Moulded *26.6*

	Inches in Ship.	Inches per Rule.		Inches in Ship.	Inches per Rule.
KEEL, depth and thickness	<i>9 x 13/16</i>	<i>9 x 13/16</i>	PLATES in Garboard Strakes, br'dth & thickness	<i>36</i>	<i>12</i>
STEM, moulding and thickness	<i>10 x 2 3/4</i>	<i>10 x 2 3/4</i>	From Garboard to upper part of Bilges	<i>11</i>	<i>11</i>
STERN-POST for Rudder do. do.	<i>10 x 6</i>	<i>10 x 6</i>	Of d'bling at Bilge, or increased thickness, and length applied		
" " for Propeller	<i>10 x 6</i>	<i>10 x 6</i>	From up. prt of Bilge to lr. edge of Sh'rstrake	<i>11</i>	<i>11</i>
Distance of Frames from moulding edge to moulding edge, all fore and aft	<i>24</i>	<i>24</i>	Main Sheerstrake, breadth and thickness	<i>40</i>	<i>13</i>
FRAMES, Angle Iron, for 2/3 length amidships	<i>5 1/2 x 8</i>	<i>5 1/2 x 8</i>	Of d'bling at Sh'stk. & lng. applied	<i>11</i>	<i>11</i>
Do. for 1/3 at each end	<i>5 1/2 x 7</i>	<i>5 1/2 x 7</i>	From M'n. to Up. or Spar Dk. Sh'rstrake		
REVERSED FRAMES, Angle Iron	<i>5 1/2 x 8</i>	<i>5 1/2 x 8</i>	Up. or Spar Dk Sh'rstrake, br'dth & thickn'ss		
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	<i>7</i>	<i>7</i>	Butt Straps to outside plating, breadth & thickness	<i>1 1/2 x 1 1/4</i>	<i>1 1/2 x 1 1/4</i>
" thickness at the ends of vessel			Lengths of Plating	<i>4</i>	<i>5</i>
" depth at 3/4 the half-bdth. as per Rule			Shifts of Plating, and Stringers	<i>2</i>	<i>2</i>
" height extended at the Bilges			Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness	<i>58</i>	<i>10</i>
BEAMS, Upper, Spar, or Awning Deck	<i>8 x 8</i>	<i>8 x 8</i>	Angle Iron on ditto	<i>4 x 4 x 9</i>	<i>4 x 4 x 9</i>
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<i>3 x 6</i>	<i>3 x 6</i>	Tie Plates fore and aft, outside Hatchways		
Single or double Angle Iron on Upper edge	<i>48</i>	<i>48</i>	Diagonal Tie Plates on Beams No. of Pairs		
Average space	<i>7 1/2</i>	<i>7 1/2</i>	Flat of Up., Spar, or Awning Dk.	<i>10</i>	<i>10</i>
AMS, Main, or Middle Deck	<i>7 1/2 x 9</i>	<i>7 1/2 x 9</i>	How fastened to Beams		
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron			Stringer Plate on ends of Main or Middle Deck	<i>43</i>	<i>9</i>
Single or double Angle Iron on Upper Edge	<i>24</i>	<i>24</i>	Beams, breadth and thickness	<i>43</i>	<i>9</i>
Average space			Is the Stringer Plate attached to the outside plating?	<i>Yes</i>	
AMS, Lower Deck			Angle Irons on ditto, No.	<i>4 x 4 x 9</i>	<i>4 x 4 x 9</i>
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron			Tie Plates, outside Hatchways		
Single or double Angle Iron on Upper Edge			Diagonal Tie Plates on Beams, No. of pairs		
Average space			Flat of Middle Deck* do.	<i>6</i>	<i>6</i>
AMS, Hold, or Orlop			How fastened to Beams		
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron			Stringer Plates on ends of Lower Deck, Hold or Orlop Beams		
Single or double Angle Iron on Upper Edge			Is the Stringer Plate attached to the outside plating?	<i>Stringers as per sketch</i>	
Average space			Angle Irons on ditto, No.		
EELSONS Centre line, single or double plate, box, or Intercoastal, Plates	<i>57 x 10</i>	<i>57 x 10</i>	Stringer or Tie Plates, outside Hatchways		
" Rider Plate	<i>9</i>	<i>9</i>	Flat of Lower Deck*		
" Bulb Plate to Intercoastal Keelson					
" Angle Irons	<i>5 1/2 x 7</i>	<i>5 1/2 x 7</i>	Ceiling betwixt Decks, thickness and material	<i>2</i>	<i>2</i>
" Double Angle Iron Side Keelson			" in hold do. do.	<i>2 1/2</i>	<i>2 1/2</i>
" Side Intercoastal Plate	<i>7</i>	<i>7</i>	Main piece of Rudder, diameter at head	<i>8</i>	<i>7 3/4</i>
" do. Angle Irons			do. at heel	<i>3 3/4</i>	<i>3 1/4</i>
" Attached to outside plating with angle iron	<i>5 1/2 x 7</i>	<i>5 1/2 x 7</i>	Can the Rudder be unshipped afloat?	<i>Yes</i>	
ILGE Angle Irons			Bulkheads No.	<i>5</i>	No. per Rule <i>15</i>
" do. Bulb Iron			" Thickness of	<i>6 1/4 x 7 1/4</i>	
" do. Intercoastal plates riveted to plating for length			" Height up	<i>all to upper deck</i>	
ILGE STRINGER Angle Irons	<i>4 x 9</i>	<i>4 x 9</i>	" How secured to sides of ship	<i>Butt on double frames</i>	
" Intercoastal plates riveted to plating for length	<i>15 x 9</i>	<i>15 x 9</i>	" Size of Vertical Angle Irons	<i>5 x 3 1/2 x 5 1/2</i>	and distance apart <i>30</i> ins.
SIDE STRINGER Angle Irons	<i>4 x 9</i>	<i>4 x 9</i>	" Are the outside Plates doubled two spaces of Frames in length?	<i>Yes</i>	
" Intercoastal plates riveted to plating for length	<i>15 x 9</i>	<i>15 x 9</i>			

The FRAMES extend in one length from *Hull* to *Quarter* Riveted through plates with *7/8* in. Rivets, about *6* apart.

The REVERSED ANGLE IRONS on floors and frames extend *across* middle line to *Main deck stringer* and to *Quarter* 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 1/4* in. diameter, averaging *5 1/2* ins. from centre to centre.

" Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets *7/8* in. diameter, averaging *3 1/2* ins. from centre to centre.

" Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets *7/8* in. diameter averaging *3 1/2* ins. from centre to centre.

" Butts of *4* Strakes at Bilge for *1/2* length, treble riveted with Butt Straps *1/2* thicker than the plates they connect.

" Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets *7/8* in. diameter, averaging *3 1/2* ins. from cr. to cr.

" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets *7/8* in. diameter, averaging *3 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 *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 *5 1/4* Breadth of laps of plating in single riveting *5*

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? *As per rule* No. of Breasthooks, *7* Crutches, *3*

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

Manufacturer's name or trade mark, *Palmer & Co.*

The above is a correct description. Surveyor's Signature, *A. J. Davidson*

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



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 faying surfaces? *Yes*  
Do any rivets break into or through the seams or butts of the plating? *A few*

Masts, Bowsprit, Yards, &c., are *Iron and Wood* in 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 *Foremast 88' 6" x 24" in diameter, Mainmast 79' 9" x 24" in diameter, Mizzenmast 72' 9" x 21" in diameter, they are formed with three plates in the round 5/16 & 3/16 in thickness. Edges double riveted. Butts triple riveted. Material from Palmers & Co.*

NUMBER for EQUIPMENT					ANCHORS.				
SAILS.					Bower Anchors				
No.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	No.	Weight. Ex. Stock.	Test per Certificate.
Fore Sails,	Chain	270	1 1/4	63 1/2	85 1/2	270 x 1 1/4	1	35.0.0	32.7.2.0
Fore Top Sails,	Iron Stream Chain	25	1 1/2	22 1/2	34 1/2	75 x 1 1/2	1	34.2.0	32.3.3.0
Fore Topmast Stay Sails,	or Steel Wire	100	4	Steel	100 x 4		1	30.2.0	29.0.0.0
Main Sails,	or Hempen Strm Cable	100	8 1/2		90 x 9 1/2		1	11.0.0	12.7.2.0
Main Top Sails,	Towline, Hemp.	90	8	Wandell	90 x 8		1	5.2.14	7.18.1.21
and	or Steel Wire	90	6				1	2.2.7	5.2.2.0
	Hawser	90	6						
	Warp	90	6						
	quality	90	6						

Standing and Running Riggings *Wichamps* sufficient in size and *good* in quality. She has *2 1/2* Long Boats and *4* others  
The Windlass is *Iron patent* Capstan *one* and Rudder *good* Pumps *good*  
Engine Room Skylights. How constructed? *Black chromis* How secured in ordinary weather? *Bolts to iron commings*  
What arrangements for deadlights in bad weather? *Slid steel sashes with bullseye glass in the frame*  
Coal Bunker Openings. How constructed? *Plates & staves* How are lids secured? *Iron bolts* Height above deck? *12"*  
Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *Four ports and three scuppers fitted on each side*  
Cargo Hatchways. How formed? *Iron coverings*  
State size Main Hatch *24 ft x 11 ft* Forehatch *12 ft x 10 ft* Quarterhatch *18 ft x 11 ft - 8 ft x 8 ft*  
If of extraordinary size, state how framed and secured? *Ordinary*  
What arrangement for shifting beams? *Reinforced plates, shifting beams, and wood fore and after*  
Hatches, If strong and efficient? *Secure & tight*

Order for Special Survey No. <i>1846</i>	1st. On the several parts of the frame, when in place, and before the plating was wrought	1884 Jan'y 28 Feb'y 4. 7. 12. 15. 18. 22. 25. 29
Date <i>21<sup>st</sup> Jan'y 1884</i>	2nd. On the plating during the process of riveting	March 5. 11. 13. 14. 18. 20. 21. 25. 27. 31
Order for Ordinary Survey No. <i>1847</i>	3rd. When the beams were in and fastened, and before the decks were laid...	April 3. 7. 9. 16. 23. 25. 29
Date <i>1<sup>st</sup> Feb'y 1884</i>	4th. When the ship was complete, and before the plating was finally coated or cemented...	May 7. 9. 12. 14. 15. 20. 22. 23. 24. 29. 30
No. <i>1838</i> in builder's yard.	5th. After the ship was launched and equipped	June 4. 5. 9. 11. 12. 17. 20. 21. 24

General Remarks (State quality of workmanship, &c.) *This is a three decked vessel built in accordance with the approved tracings and in other respects in conformity with the Rules and the Secretary's letters dated 12<sup>th</sup> January and 4<sup>th</sup> March 1884.*  
*She has a long poop 184 ft in length, and a Coppebant forecastle 28 ft long.*  
*Water ballast tanks tested as per Rule and found tight and satisfactory.*  
*The workmanship throughout is good.*  
*Stem & Rudder frame & Stem framing Report was forwarded*

State if one, two, or three decked vessel, or if spar, or awning decked; and the lengths of poop, bridge, forecastle, or raised quarter deck. (If double bottom, state particulars on separate form)  
How are the surfaces preserved from oxidation? Inside *Portland Cement & paint* Outside *Paint*  
I am of opinion this Vessel should be Classed *100 A1*  
The amount of the Entry Fee *£ 5 : - : -* is received by me, *W. B.*  
Special *£ 92 : 2 : 6* 11<sup>th</sup> July 1884  
(to be sent as per margin). Certificate *paid*  
(Travelling Expenses, if any, £ )  
Committee's Minute  
Character assigned  
TUESDAY 15 JULY 1884 18  
Lloyd's Register Foundation