

IRON SHIP.

No. *14896* Survey held at *Newcastle* On the *Iron Sailing Ship "Scotman" (Barques)*

Date, First Survey *24th June*

(Received at London Office) *MONDAY 6 OCT 1884* Last Survey *1st October* 18*84*

TONNAGE under Tonnage Deck *855.81*
 Ditto of Third, Spar, or Awning Deck *47.55*
 Ditto of Poop, or Raised Or. Dk. *24.19*
 Ditto of Houses on Deck *937.55*
 Ditto of Forecastle *38.08*
 Gross Tonnage *899.47*
 Less Crew Space *899.47*
 Less Engine Room *✓*
 Register Tonnage as out on Beam *899.47*

ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING-DECKED VESSEL.
 Half Breadth (moulded) *16.25*
 Depth from upper part of Keel to top of Upper Deck Beams *22.37*
 Girth of Half Midship Frame (as per Rule) *34.08*
 1st Number *72.70*
 1st Number, if a 3-Decked Vessel deduct 7 feet *—*
 Length *181.29*
 2nd Number *13179*
 Proportions— Breadths to Length *5.57*
 Depths to Length— Upper Deck to Keel *8.10*
 Main Deck ditto *5*

Master *A. W. Bull*
 Built at *Newcastle*
 When built *1884* Launched *9th Oct 1884*
 By whom built *Palmer & Co.*
 Owners *J. M. Gardiner & Co.*
 Residence *101 Dale Street Liverpool*
 Port belonging to *Liverpool*
 Destined Voyage *Valparaiso*
 If Surveyed while Building, Afloat, or in Dry Dock. *While building afloat*

LENGTH on deck as per Rule	Feet. Inches.	BREADTH— Moulded	Feet. Inches.	DEPTH top of Floors to Upper Deck Beams Do. do. Main Deck Beams	Feet. Inches.	Power of Engines	Horse.	Nº. of Decks with flat laid	Nº. of Tiers of Beams
<i>181.29</i>		<i>32.5</i>		<i>20.0</i>				<i>One</i>	<i>Two</i>
Dimensions of Ship per Register, length, <i>191.5</i> breadth, <i>32.8</i> depth, <i>19.8</i>									
KEEL , depth and thickness	Inches in Ship	Inches per Rule							
STEM , moulding and thickness	<i>8 x 2 3/8</i>	<i>8 x 2 3/8</i>							
STERN-POST for Rudder do. do.	<i>7 1/2 x 2 3/8</i>	<i>7 1/2 x 2 3/8</i>							
" " for Propeller	<i>8 x 2 1/2</i>	<i>7 1/2 x 2 3/8</i>							
Distance of Frames from moulding edge to moulding edge, all fore and aft	<i>23</i>	<i>23</i>							
FRAMES , Angle Iron, for 1/2 length amidships	<i>4 1/2 x 3</i>	<i>4 1/2 x 3</i>							
Do. for 1/4 at each end	<i>4 1/2 x 3</i>	<i>4 1/2 x 3</i>							
REVERSED FRAMES , Angle Iron	<i>3 x 3</i>	<i>3 x 3</i>							
FLOORS , depth and thickness of Floor Plate at mid line for half length amidships	<i>28 1/2 x 9</i>	<i>22 1/2 x 9</i>							
" thickness at the ends of vessel	<i>7</i>	<i>7</i>							
" depth at 3/4 the half-bdth. as per Rule	<i>10 1/2</i>	<i>11 1/4</i>							
" height extended at the Bilges	<i>50</i>	<i>45</i>							
BEAMS , Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<i>7 1/2 x 7</i>	<i>7 1/2 x 7</i>							
Single or double Angle Iron on Upper edge	<i>3 x 3</i>	<i>3 x 3</i>							
Average space	<i>46</i>	<i>46</i>							
BEAMS , Main, or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron									
Single or double Angle Iron, on Upper Edge									
Average space									
BEAMS , Lower Deck— Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<i>8 x 8</i>	<i>8 x 8</i>							
Single or double Angle Iron on Upper Edge	<i>3 x 3</i>	<i>3 x 3</i>							
Average space	<i>46</i>	<i>46</i>							
BEAMS , Hold, or Orlop— Single or d'ble Ang. Iron, Plate or Tee Bulb Iron									
Single or double Angle Iron on Upper Edge									
Average space									
KEELSONS Centre line, single or double plate, box, or intercostal, Plates	<i>14 x 11</i>	<i>14 x 11</i>							
" Rider Plate	<i>10 1/2 x 11</i>	<i>10 1/2 x 11</i>							
" Bulb Plate to Intercostal Keelson									
" Angle Irons	<i>5 1/2 x 7</i>	<i>5 1/2 x 7</i>							
" Double Angle Iron Side Keelson	<i>5 1/2 x 7</i>	<i>5 1/2 x 7</i>							
" Side Intercostal Plate	<i>6</i>	<i>6</i>							
" do. Angle Irons									
" Attached to outside plating with angle iron									
BILGE Angle Irons	<i>5 1/2 x 7</i>	<i>5 1/2 x 7</i>							
" do. Bulb Iron									
" do. Intercostal plates riveted to plating for length									
BILGE STRINGER Angle Irons	<i>5 1/2 x 7</i>	<i>5 1/2 x 7</i>							
Intercostal plates riveted to plating for length									
SIDE STRINGER Angle Irons									

The **FRAMES** extend in one length from *Hull* to *Gunwale* Riveted through plates with *4/8* in. Rivets, about *6 1/2* apart.
 The **REVERSED ANGLE IRONS** on floors and frames extend *across* middle line to *lower deck stringer* and to *Gunwale* 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 1/8* in. diameter, averaging *5 1/2* ins. from centre to centre.
 " Edges of Garboards and to upper part of Bilge, worked clench, double riveted; with rivets *7/8* in. diameter, averaging *18* 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 *3* Strakes at Bilge for *12* length, treble riveted with Butt Straps *1/16* thicker than the plates they connect.
 " Edges from Bilge to Main Sheerstrake, worked clench, double or single riveted; with rivets *7/8* in. diameter, averaging *18* 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 *12* length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.
 " Butts of Main Stringer Plate, treble riveted for *12* length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for 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, *6* Crutches, *4*
 What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *Best*
 Manufacturer's name or trade mark *Palmer's Stamp*
 The above is a correct description.
 Builder's Signature, *Alfred Harrison* Surveyor's Signature, *R. Williams*
 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 Wood* 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 *Foremast 72' 1/2" formed with three plates in the round 5 1/2" x 3 1/2" in thickness, with three angle irons 5 1/2" x 3 1/2" on the inside fitted to the whole length. Mainmast 73' 1/2" three plates in the round 5 1/2" x 3 1/2" in thickness with angle irons 5 1/2" x 3 1/2" on the inside extending the whole length. Mizzenmast 71' 8" formed with two plates in the round 4 1/2" x 3 1/2" in thickness. Butts double riveted. Edges double riveted. Material Pohoria B.*

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprtd.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Certificate	per Rule.	Tested & Suprtd.
SAILS.		CABLES, &c.					Bower Anchors					
N ^o .		Chain					(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)					
	Fore Sails,	270	1 1/2	47 1/2 - 66 1/2	270 x 1 1/2			1	26-1-14	25-18-0-4	25-2-0	
	Fore Top Sails,	75	1 1/4	12 1/2 - 20 1/8	75 x 1 1/4			1	26-0-21	25-15-1-7	25-2-0	
	Fore Topmast Stay Sails,							1	22-2-14	22-16-3-14	21-3-0	
		Towline, Hemp	90	10	Manilla	90 x 10						
	Main Sails,	or Steel Wire	90	8		90 x 8			1	8-2-14	10-15-0-0	8-2-0
		Hawser	90	5		90 x 5			1	4-2-7	6-15-8-0	4-1-0
	Main Top Sails, and	Warp	90	4 1/2					1	2-1-7	4-17-2-0	2-1-0
		quality	120	3 1/2								

The Windlass is *Iron Patent* Capstan *2 in 1* and Rudder *good* Pumps *3 in number*

Engine Room Skylights. How constructed? *✓* How secured in ordinary weather? *✓*

What arrangements for deadlights in bad weather? *✓*

Coal Bunker Openings. How constructed? *✓* How are lids secured? *✓* Height above deck? *✓*

Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *Four ports and four scuppers*

filtered on each side

Cargo Hatchways. How formed? *Iron coverings*

State size Main Hatch *11' 6" x 8' 0"* Forehatch *8' 0" x 8' 0"* Quarterhatch *8' 0" x 8' 0"*

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

What arrangement for shifting beams? *Shifting beams and wood floor and others*

Hatches, If strong and efficient? *Solid 2 1/2" thick*

Order for Special Survey No. *1801*

Date *13th June 1884*

Order for Ordinary Survey No. *✓*

Date *✓*

No. *542* 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
- 2nd. On the plating during the process of riveting
- 3rd. When the beams were in and fastened, and before the decks were laid....
- 4th. When the ship was complete, and before the plating was finally coated or cemented..
- 5th. After the ship was launched and equipped

*1884 June 24. 30 July 1. 4. 10. 26. 29
Augt 1. 5. 7. 11. 12. 14. 18. 25. 29.
Sept. 3. 4. 9. 11. 15. 19. 22. 25. 29
Oct. 1*

State dates of letters respecting this case

General Remarks (State quality of workmanship, &c.) *This is a two decked vessel built in accordance with the approved tracing, for warren with the Newcastle Harbour Board Report No. 17574, and in other respects in conformity with the Rules and the Secretary's letter dated 16th May 1884.*

She has a full poop 26 feet long, and a foremast (poor) 22 feet long. The scantlings of the masts, yards, bowsprit and standing rigging are in accordance with the sizes given on the accompanying rigging plan. The workmanship throughout is good.

Stern post Rudder frame & Stem forging Report now forwarded

State if one, two, or three decked vessel, or if spar, or awning decked; and the lengths of poop, bridge, forecabin, or raised quarter deck. (If double bottom, state particulars on separate form.)

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

I am of opinion this Vessel should be Classed *100A1*

The amount of the Entry Fee£ 3 : - : *is received by me, ✓*

Special£ 44 : 19 : - *✓*

(to be sent as per margin). Certificate *Gratis* : - : -

(Travelling Expenses, if any, £ - - -)

Committee's Minute

Character assigned

TUESDAY 7 OCT 1884

18

100A1

L. A. O. C. 2

18R (Gen) 2613

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

It is submitted that the vessel appears eligible to be classed 100A1 as recommended.

15th June 1884

26th June 1884

Lloyd's Register Foundation

6/10/84