

# IRON SHIP.

(Received at London Office, 10 APRIL 1884)

No. 10780 Survey held at Glasgow Date, First Survey 4<sup>th</sup> July 1883 Last Survey 5<sup>th</sup> April 1884  
On the Iron sailing ship A. D. Bordes 4 Masts

TONNAGE under Deck } 2099.08  
Tonnage Deck } 61  
Ditto of Poop, on Deck } 68.86  
Ditto of Houses on Deck } 28.32  
Ditto of Forecastle } 25.42  
Gross Tonnage } 2222.29  
as Crew Space } 49.05  
Net Tonnage } 2173.24  
Register Tonnage } 2173.24  
as out on Beam }

~~IRON TWO DECKED, IRON-CLAD VESSEL,~~  
Half Breadth (moulded) . . . . . 21.50 Feet.  
Depth from upper part of Keel to top of Upper Deck Beams 26.52  
Girth of Half Midship Frame (as per Rule) . . . . . 43.15  
1st Number . . . . . 91.17  
2nd Number . . . . . 25648  
Length . . . . . 281.33  
Proportions— Breadths to Length . . . . . 6.54  
Depths to Length—Upper Deck to Keel . . . . . 10.61

Master Constant Le Gros  
Built at Whitinch, Glasgow  
When built 1883-84 Launched 12<sup>th</sup> March 1884  
By whom built W. F. Thompson  
Owners A. D. Bordes & Co.  
Residence Bordeaux  
Port belonging to Bordeaux  
Destined Voyage Home  
If Surveyed while Building, Afloat, or in Dry Dock.  
Built under Special Survey.

LENGTH on deck as per Rule . . . . . 281 4  
BREADTH—Moulded . . . . . 43 0  
DEPTH top of Floors to Upper Deck Beams . . . . . 23 2 1/2  
No. of Decks with flat laid 2  
No. of Tiers of Beams 2

Dimensions of Ship per Register, length, 294.4 breadth, 43.25 depth, 23.0 Moulded depth 25.10 1/2

	Inches in Ship.	Inches per Rule.		Inches in Ship.	Inches per Rule.
KEEL, depth and thickness	10 x 1 1/2	10 x 1 1/2	PLATES in Garboard Strakes, br'dth & thickness	36	12
KEEL, moulding and thickness	10 x 2 3/4	10 x 2 3/4	" From Garboard to upper part of Bilges	10	10
KEEL-POST for Rudder do. do.	10 x 2 3/4	10 x 2 3/4	" Of Bilge at Bilge, increased thickness, and length applied	38 1/2	12
Distance of Frames from moulding edge to moulding edge, all fore and aft	24	24	" From up. prt of Bilge to l.r. edge of Sh'rstrake	11	11
FRAMES, Angle Iron, for 2/3 length amidships	5 1/2 3 1/2 8	5 1/2 3 1/2 8	" Main Sheerstrake, breadth and thickness	40	15
" for 1/3 at each end	7 7 8	7 7 8	" of Bilge Strake, length applied		
REVERSED FRAMES, Angle Iron	3 1/2 3 1/2 8	3 1/2 3 1/2 8	" From Main to Upper or Spa Deck Sh'rstrake		
FRAMES, depth and thickness of Floor Plate	40	40	" Upper or Spa Deck Sh'rstrake, br'dth & thickness		
" mid line	Double bottom as approved		Butt Straps to outside plating, breadth & thickness	20 1/2-10 1/2-9	2 1/2-9 1/2-16-9
" thickness at ends of wood			Lengths of Plating	7 spaces	5 spaces
" depth at 1/2 the half breadth per Rule			Shifts of Plating, and Stringers	3	2
" height extended at the Bilges			Gunwale Plate on ends of Upper Deck Beams, breadth and thickness	40	10
FRAMES, Upper, Spars or Lower Deck	10	10	Angle Iron on ditto	6 x 4 x 9	6 x 4 x 9
" single or double Angle Iron on Upper edge	3 1/2 3 1/2 7	3 1/2 3 1/2 7	" Tie Plates on ends of outside Hatchways		
Average space	48	48	" Diagonal Tie Plates on Beam, No. of Diagonals		
FRAMES, Main or Middle Deck			Flat of Up., Spars on Lower Dk. * L.P. 4 1/2		
" single or double Angle Iron on Upper edge			How fastened to Beams		
Average space			Stringer Plates on ends of Main or Middle Deck		
FRAMES, Lower Deck			" Breadth and thickness		
" single or double Angle Iron on Upper edge	10 1/2 10 10 1/2 10	10 1/2 10 10 1/2 10	" Are the Stringer Plates attached to the outside plating?		
Average space	48	48	" Angle Iron on ditto, No. 2		
FRAMES, Hold or Outlet			" Tie Plates, outside Hatchways		
" single or double Angle Iron on Upper edge			" Diagonal Tie Plates on Beams, No. of Diagonals		
Average space			" Flat of Middle Deck * L.P. 4 1/2		
KEELSONS Centre	50	10	How fastened to Beams		
" Side Plates	4	9	Stringer Plates on ends of Lower Deck, Beams	41	9
" Bulk Plates	4	9	" Are the Stringer Plates attached to the outside plating?		
" Double Angle Iron Side Beams	7-6	7-6	Angle Irons on ditto, No. 2		
" Side Irons on Girders	6	6	Stringer or Tie Plates, outside Hatchways	4 x 4 x 9	4 x 4 x 9
" any 1/2 lb. Angle Irons on Girders	3 1/2 3 1/2 7	3 1/2 3 1/2 7	Flat of Lower Deck * L.P. 4 1/2	16	10
" Attached to outside plating with expansion			" Thickness of	3	3
FRAMES, Angle Irons			" Height up		
" on Bulkhead	3 1/2 3 1/2 8	3 1/2 3 1/2 8	" Ceiling betwixt Decks, thickness and material	2 1/2 H.P. Plating	
" on Main Deck			" in hold do. do.	3 H.P.	
" on Lower Deck			Main piece of Rudder, diameter at head	7 1/2	7 1/2
" on Upper Deck			" do. at heel	4	3 1/4
" on Forecastle			Can the Rudder be unshipped afloat?	Yes	
" on Poop			Bulkheads No. 1 No. per Rule	7	7
" on Fore and Aft			" Thickness of		
" on Main Deck			" Height up		
" on Lower Deck			" How secured to sides of ship	Double frames	
" on Upper Deck			" Size of Vertical Angle Irons	3 1/2 x 3 1/2 x 8	and distance apart 30 ins.
" on Fore and Aft			" Are the outside Plates doubled two spaces of Frames in length?	Yes	

The FRAMES extend in one length from Middle line to Margin & from thence to Gunwale Riveted through plates with 7/8 in. Rivets, about 7 apart.

The REVERSED ANGLE IRONS on floors and frames extend from middle line to Margin & from thence 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 3/16 in. diameter, averaging 6 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 Outside Strakes for 1/2 length, treble riveted with Butt Straps 1/16 thicker than the plates they connect.
- " Edges from Bilge to Main Sheerstrake, worked clencher, double 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 single riveted. Upper Sheerstrake double or single riveted.
- " Butts of Main Sheerstrake, treble riveted for 1/2 length amidships. Butts of Upper or Spa Sheerstrake, treble riveted length amidships
- " Butts of Main Sheerstrake, treble riveted for 1/2 length amidships Butts of Upper or Spa 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

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Double No. of Breasthooks, 6 Crutches, 3

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

Manufacturer's name or trade mark, Mosend and Consett

The above is a correct description.

Builder's Signature, W. F. Thompson Surveyor's Signature, W. F. Thompson

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

State clearly where plating is of alternate thickness—as distinguished from diminished thickness at ends of vessel.

\* If Iron Deck, state if whole or part, and if wood deck is laid thereon.

GLS 149-0113

**Workmanship.** Are the butts of plating planed or otherwise fitted? *Planed* 6489 gls  
 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 *Steel* 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, State also Length and Diameter of Lower Masts and Bowsprit. *The masts and yards are in accordance with approved sketch attached hereto. Messrs Brand.*

NUMBER for EQUIPMENT	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	No.	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Machine Tested & Suprntd.
	Fore Sails,	Chain	135 1/2	2 1/8	1072-0-0	270-2 1/8	18 1/2 Jan 7/84	Bower Anchors	1	41-0-13	36-11-2-7	40-0-0	17 1/2 Jan 7/84
	Fore Top Sails,	Iron Stream Chain	99-3/4	1 3/8	15-186	100-1 3/8	24 1/2 Jan 7/84		1	39-1-4	35-7-0-21	40-0-0	18 1/2 Jan 7/84
	Fore Topmast Stay Sails,	Steel Wire	<i>All tested at Wetherston by D.C. Lewis.</i>										
	Main Sails,	Steel Wire	90	4" steel		90-12"		Stream Anchor	1	12-0-22	14-1-3-14	12-0-0	21 1/2 Jan 7/84
	Main Top Sails,	Hawser	90	11"		90-11"		Kedge	1	6-0-9	8-7-2-0	6-0-0	
		Warp	90	7"		90-7"		2nd Kedge	1	3-0-6	5-12-0-21	3-0-0	
	Standing and Running Rigging	Wire & Stump	<i>Wire &amp; Stump sufficient in size and good in quality. She has 1 Life Long Boat and 4 others.</i>										

The Windlass is *Emerson Walker & Co.* Capstan *good* and Rudder *good* Pumps *as approved.*  
 Engine Room Skylight *How constructed?* *How secured in ordinary weather?*  
 What arrangements for deadlights in bad weather?  
 Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *5 Scuppers on each side*  
 Cargo Hatchways.—How formed? *Iron Coaming.*  
 State size *4* Hatchways *4* Hatchways *4* Hatchways  
 If of extraordinary size, state how framed and secured? *None so.*  
 What arrangement for shifting beams? *Web plates in Nos. 2 and 3 Latches*  
 Hatches, If strong and efficient? *Yes. Solid.*

Order for Special Survey No.	DATE of SURVEYS held while building as per Section 18.	1st.	2nd.	3rd.	4th.	5th.
1872	22 <sup>nd</sup> June 1883	On the several parts of the frame, when in place, and before the plating was wrought	On the plating during the process of riveting	When the beams were in and fastened, and before the decks were laid...	When the ship was complete, and before the plating was finally coated or cemented..	After the ship was launched and equipped
		1883. July 4. 9. 11. 23. 26. 30. Aug. 2. 10. 13. 21. 24. 27.	Sep. 5. 13. 19. 24. Oct. 1. 5. 8. 11. 15. 18. 22. 29. 70.	8. 12. 15. 19. 23. 26. 29. Dec. 4. 6. 10. 14. 17. 20. 24. 27. Jan.	10. 11. 14. 17. 18. 21. 24. 28. Feb. 4. 5. 7. 9. 11. 14. 16. 18. 21.	Mar. 3. 7. 10. 12. 15. 19. 26. Apr. 5.

**General Remarks** (State quality of workmanship, &c.) *The workmanship is good, and the vessel has been constructed in accordance with the enclosed approved sketches (5 in No.) of Midship Section, Arrangements in way of cargo ports, Mast plan, Rigging screw, and pumping arrangement. This vessel has a double bottom constructed on the cellular system, with continuous floors from the middle line to the margin plate, and three girders on each side fitted intercostally to compensate for the want of longitudinal strength in this arrangement the inner bottom is increased in thickness amidships to 7/16 as requested by the Committee. The double bottom is divided into three parts, each of which has been tested as required by the Rules and found satisfactory. The fore peak has also been filled with water and found good. The 3<sup>rd</sup> bower anchor which is slightly below the required weight has been accepted, in accordance with your letter of the 22<sup>nd</sup> January last to the Messrs Messrs E. Linsley & Co. Dudley. An intercostal plate has been fitted to the upper bilge keelson for half the vessel's length amidships. In addition to the middle line pillars, wing pillars are fitted in the hold on alternate beams for 3/4<sup>th</sup> length amidships. Forecastle 35'0" open at centre. Midship deck house 35'6" x 19'0". After deck house 16'0" x 9'6". Stow 32'0" tall (head 4'0" above from front)*

How are the surfaces preserved from oxidation? Inside *Cement & Paint* Outside *Paint*  
 I am of opinion this Vessel should be Classed *100. A. 1. Two decks (1 part-vm) 2 tiers of beams.*  
 The amount of the Entry Fee .....£ 5: 0: 0 is received by me,  
 Special .....£ 49: 6: 6 *9/4/1884*  
 Certificate ... 0: 0: 0  
 (to be sent as per margin). Certificate ...  
 (Travelling Expenses, if any, £ )

Committee's Minute *THURSDAY 19 APRIL 1884 18*  
 Character assigned *100 A 1*  
*L.A.P.P.*  
*20th 1st floor*  
 Surveyor to Lloyd's Register of British and Foreign Shipping.  
 Lloyd's Register Foundation