

IRON SHIP.

No. 8067 Survey held at *Port Glasgow* Date, First Survey *23rd Nov 1880* Last Survey *12th Sept 1881*

On the *4 masted Ship "Ben Douran"*

TONNAGE under Tonnage Deck	1779.88	ONE, OR TWO DECKED, THREE DECKED VESSEL,
of Third, Spar, or Awning Deck	5.14	SPAR, OR AWNING DECKED VESSEL.
of Poop, or second Or. Dk.	97.01	Feet.
of Houses on Deck	15.83	Half Breadth (moulded) 20.
to of Forecastle	54.19	Depth from upper part of Keel to top of Upper Deck Beams 26.
Tonnage new Spar	1950.05	Girth of Half Midship Frame (as per Rule) .. . 40.1
Less Engine Room	78.79	1st Number 86.1
Register Tonnage as cut on Beam	1841.26	1st Number, if a 3-Decked Vessel .. deduct 7 feet
		Length 268.
		2nd Number 23074.8
		Proportions— Breadths to Length 6.7
		Depths to Length— Upper Deck to Keel 10.3
		Main Deck ditto

Master *James Shaw*
 Built at *Port Glasgow*
 When built *1880-81* Launched *25th Aug 81*
 By whom built *Henry Murray & Co*
 Owners *Napson Brothers*
 Residence *Oswald Street Glasgow*
 Port belonging to *Glasgow*
 Destined Voyage *San Francisco*
 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	Feet.	Inches.	Power of Engines	Horse.	N ^o . of Decks with flat laid	N ^o . of Tiers of Beams
268	0		40	0		23	11				Two	Two

Dimensions of Ship per Register, length, 268.4 breadth, 40.2 depth, 23.65												
depth and thickness	10x2 3/4	10x2 3/4										
moulding and thickness	10x2 3/4	10x2 3/4										
POST for Rudder do. do.	10x2 3/4	10x2 3/4										
for Propeller	24	24										
of Frames from moulding edge to ng edge, all fore and aft												
S. Angle Iron, for 2 length amidships	5 1/2 x 3 1/2	5 1/2 x 3 1/2	8	5 1/2 x 3 1/2	5 1/2 x 3 1/2	8						
do. for 1/2 at each end	5 1/2 x 3 1/2	5 1/2 x 3 1/2	7	5 1/2 x 3 1/2	5 1/2 x 3 1/2	7						
VERSED FRAMES, Angle Iron	3 1/2 x 3 1/2	3 1/2 x 3 1/2	8	3 1/2 x 3 1/2	3 1/2 x 3 1/2	8						
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	25	10	25	10								
thickness at the ends of vessel	12 1/2	9	12 1/2	9								
depth at 1/2 the half-bdth. as per Rule	50	50										
height extended at the Bilges												
BEAMS, Upper, Spar, or Awning Deck	9 1/2	9	9 1/2	9								
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	3 1/2 x 5 1/2	3 1/2 x 5 1/2	7	3 1/2 x 5 1/2	3 1/2 x 5 1/2	7						
Single or double Angle Iron on Upper edge	48	48										
Average space												
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	10	10	10	10								
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	3 1/2	3 1/2	7	3 1/2	3 1/2	7						
Single or double Angle Iron on Upper Edge	48	48										
Average space												
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	19	13	19	13								
Rider Plate	13	13										
Bulb Plate to Intercostal Keelson	6	4	9	6	4	9						
Angle Irons	6	4	9	6	4	9						
Double Angle Iron Side Keelson												
Side Intercostal Plate												
do. Angle Irons	3 1/2	3 1/2	8	3 1/2	3 1/2	8						
Attached to outside plating with angle iron	6	4	9	6	4	9						
Angle Irons												
do. Bulb Iron												
do. Intercostal plates riveted to plating for length	6	4	9	6	4	9						
STRINGER Angle Irons												
Intercostal plates riveted to plating for length	6	4	9	6	4	9						
STRINGER Angle Irons												

KEEL extend in one length from *Keel* to *gunwale*
 RESED ANGLE IRONS on floors and frames extend *from middle line to upper deck stringer on every frame, alternately*
 ARE the various lengths of Plates and Angle Irons properly connected? *Yes* And butts properly slitted? *Yes*
 G. 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 clencher, double riveted; with rivets *7/8* in. diameter, averaging *3 3/4* ins. from centre to centre.
 Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets *7/8* in. diameter averaging *3 3/4* ins. from centre to centre.
 Butts of *three* Strakes at Bilge for *half* length, treble riveted with Butt Straps *1 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 3/4* ins. from cr. to cr.
 Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets *7/8* in. diameter, averaging *3 3/4* ins. from cr. to cr.
 Edges of Main Sheerstrake, double *single* riveted.
 Butts of Main Sheerstrake, treble riveted for *half* length amidships. Butts of Upper or Spar Sheerstrake, treble riveted *✓* length amidships.
 Butts of Main Stringer Plate, treble riveted for *half* length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for *✓* length.
 Breadth of laps of plating in double riveting *5 1/2* Breadth of laps of plating in single riveting *✓*
 of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? *Double* No. of Breasthooks, *Five* Crutches, *Five*.
 Description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *Foot*
 Manufacturer's name or trade mark, *all bulbs & angles. Darlington & Mossend*
 The above is a correct description. *Henry Murray & Co* Surveyor's Signature, *Dawkins*
 Builder's Signature, *James Shaw* Surveyor to Lloyd's Register of British and Foreign Shipping.

Planned

Yes
Yes
Yes
Yes

1895

Leault

Yes a few in the bulbs

Yes a few in the bulbs

is, Bowsprit, Yards, &c., are of Steel 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. The masts are made of Steel & Iron

The tracks are made of steel from the steel

The masts are made of steel from the Steel Co of Scotland; the whole of which was duly tested & stamped as required by the Committee Circular. The bowsprit is of B.B. iron from Motherwell. The sizes & arrangements being in accordance with the amended Spar & Rigging plan accompanying

accompanying *with the intended gas rigging plan*

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	No.	Weight. Stock.	Test per Certificate	W'ght req'd per Rule.	Machine where Tested & Suprntd.
No.	SAILS.	CABLES										
	Chain	135 1/2	2	42	1 1/2	Glasgow	Bower Anchors	331	38-1-0	34-13-0-1/4	38-0-0	34-13-0-1/4
	Fore Sails,	135 1/2	2	42	1 1/2	Glasgow		335	38-1-0	34-13-0-1/4	38-0-0	34-13-0-1/4
	Fore Top Sails,	90	4	33	75	4th Steel wire		330	38-1-1/4	30-8-0-1/4	32-1-0	30-8-0-1/4
	Fore Topmast	120	3 1/2		90	3rd do on 11th amp.			108-3-2 1/2		108-1-0	
	Stay Sails,	90	12		90	12						
	Main Sails,	90	7		90	7						
	Main Top Sails,						Stream Anchor	332	11-2-0	13-4-2-0	11-2-0	13-7-0-0
	and others						Kedge	333	5-2-25	8-0-2-1/4	5-3-0	8-5-0
							2nd Kedge	334	2-3-1	5-5-1-1/4	2-3-0	5-5-0

Standing and Running Rigging *G. S. McManis* sufficient in size and food in quality. She has *Two* life Boat and *two* others.

The Windlass is *Emerson's Walker's* Capstan *Good* and Rudder *Good* Pumps *Good*.

How secured in ordinary weather?

How are lids secured?

Height above deck ?

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Six Scuppers 74 port each*

Cargo Hatchways.—How ^{side} formed? *Consists of plates 8 1/16 thick + 30 ins above deck*

State size **Main Hatch** 19"10x12-0 Forehatch 15"10x12-0 Quarterhatch 8"0 x 8"0

If of extraordinary size, state how framed and secured? *As per deck plan.*

What arrangement for shifting beams? *a deep wel plate in the Fore main & 3 pre rafters in each*

Matches, If strong and efficient? *Yes. 3 in. Solid*

Order for Special Survey No. <u>1020</u>	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	Built under S.S. and surveyed 1880. November 29, December 16, 1881. January 14, 20, 22, 29. Feb'y 4, 9, 15, 18, March 8, 16, 21, 22, 30, April 5, 12, 19, 26, May 10, 18, 23, June 1, 10, 14, 20, 24, 28, July 1, 14, 19, 21, 24, 28, August 8, 10, 15, 18, September 3, 12.
Date <u>6 March 1881</u>		2nd. On the plating during the process of riveting	
Order for Ordinary Survey No. _____		3rd. When the beams were in and fastened, and before the decks were laid....	
Date _____		4th. When the ship was complete, and before the plating was finally coated or cemented...	
No. <u>105</u> in builder's yard.		5th. After the ship was launched and equipped	

This vessel has been constructed in

accordance with the accompanying approved sketches and
of Ironship Section Longitudinal & deck plans, and in all
other respects with the Rule.

The Workmanship & Materials are of a very good quality and she is in my opinion eligible to be classed as stated below

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 Cement & Oxide of Iron Outside Red & White lead Paint

100.A.1

is received by me,

Special£ 41: 15: 6 *MS. Sept. 1887*

Certificate ... 0. 0. 0

(Travelling Expenses, if any, £)

Committee's Minute

Tuesday, September, 20th 18 81.

Character assigned

100A / 100A

Surveyor to Lloyd's Register of British and Foreign Shipping

Will please answer soon best

with the flowers of the

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