

# IRON SHIP.

3339

339 Survey held at Aberdeen Date, First Survey May 25 1881 Last Survey March 1881

Glenelder Iron S. S. Master P. Cannon

Under Deck 000.64  
 Upper Deck 81.93  
 Lower Deck 1.05  
 Forecastle 04.40  
 Forecastle Deck 3.39  
 Forecastle Access 23.22  
 Forecastle Deck 2.32  
 Forecastle Access 290.41  
 Spore 38.40  
 Fore Room 252.93  
 Tonnage on Beam 499.02

ONE, OR TWO DECKED, THREE DECKED VESSEL.  
 SPAR, OR AWNING DECKED VESSEL.  
 HALF BEEHIVE (included) 15.45  
 DEPTH from upper part of Keel to top of Upper Deck Beams 15.12  
 GIRTH of Half Midship Frame (as per Rule) 24.45  
 1st NUMBER 58.32  
 2nd NUMBER 1134.08  
 PROPORTIONS—Breadths to Length 6.24  
 Depths to Length—Upper Deck to Keel 12.82  
 Main Deck ditto

Built at Aberdeen  
 When built 1881 Launched 12 Feb 1881  
 By whom built James A. Hall & Co  
 Owners James Cannon & Fleming  
 Port belonging to Aberdeen  
 Destined Voyage  Baltic   
 If Surveyed while Building, Afloat, or in Dry Dock.  
Under Special Survey

Length 194' Breadth 30' 9" Depth 15' 4 1/2" Power of Engines 99 No. of Decks with flat laid One No. of Tiers of Beams Two

	Inches in Ship.			Inches per Rule.		
	In Ship.	In Ship.	In Ship.	Inches	Inches	16ths
depth and thickness						
Keel, moulding and thickness	4 x 2 1/2			4 x 2 1/4		
Keel-POST for Rudder do. do.	4 x 4 1/2			4 x 4 1/2		
Keel-POST for Propeller	4 x 4 1/2			4 x 4 1/2		
Distance of Frames from moulding edge to	22 inches			22 inches		
Moulding edge, all fore and aft						
Keels, Angle Iron, for 3/4 length amidships	3 1/2	3	3/16	3 1/2	3	3/16
do. for 1/2 at each end	3 1/2	3	3/16	3 1/2	3	3/16
Reversed Frames, Angle Iron	3	2 1/2	9/16	3	2 1/2	9/16
Keels, depth and thickness of Floor Plate	14	4/16	9/16	14	4	9/16
do. mid line for half length amidships						
do. thickness at the ends of vessel						
do. depth at 3/4 the half-bdth. as per Rule	10 1/2			8 1/2		
do. height extended at the Bilges	3 1/2 inches			3 1/2 inches		
Keels, Upper, Spar, or Awning Deck	4 1/2	4	3/16	4 1/2	4	3/16
do. Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron	5 1/2	5	3/16	5 1/2	5	3/16
do. Angle or double Angle Iron on Upper edge	5 1/2	5	3/16	5 1/2	5	3/16
do. Average space	every 4 frame			every 4 frame		
Keels, Main, or Middle Deck	4 1/2	4	3/16	4 1/2	4	3/16
do. Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron	5 1/2	5	3/16	5 1/2	5	3/16
do. Angle or double Angle Iron, on Upper Edge	5 1/2	5	3/16	5 1/2	5	3/16
do. Average space	every 4 frame			every 4 frame		
Keels, Lower Deck, Hold, or Orlop	4 1/2	4	3/16	4 1/2	4	3/16
do. Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron	5 1/2	5	3/16	5 1/2	5	3/16
do. Angle or double Angle Iron on Upper Edge	5 1/2	5	3/16	5 1/2	5	3/16
do. Average space	every 4 frame			every 4 frame		
Keels, Centre line, single or double plate,	14	4/16	9/16	14	4	9/16
do. and box, or Intercostal, Plates	12	4/16	9/16	12	4	9/16
do. Rider Plate	9 1/2	9/16		9 1/2	9/16	
do. Bulb Plate to Intercostal Keelson	4 1/2	3	3/16	4 1/2	3	3/16
do. Angle Irons	4 1/2	3	3/16	4 1/2	3	3/16
do. Double Angle Iron Side Keelson	4 1/2	3	3/16	4 1/2	3	3/16
do. Side Intercostal Plate						
do. do. Angle Irons						
do. Attached to outside plating with angle iron						
Bilge Angle Irons	4 1/2	3	3/16	4 1/2	3	3/16
do. do. Bulb Iron	4 1/2	3	3/16	4 1/2	3	3/16
do. do. Intercostal plates riveted to plating for 1/2 length						
Bilge Stringer Angle Irons	4 1/2	3	3/16	4 1/2	3	3/16
do. Intercostal plates riveted to plating for length.						
Side Stringer Angle Irons						

	Inches in Ship.	16ths in Ship.	Inches per Rule.	16ths per Rule.
Flat Keel Plates, breadth and thickness	30	12/16	32	12/16
PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges		9/16		9/16
do. of doubling at Bilge, or increased thickness, and length applied 1/2 length		9/16		9/16
do. from up. part of Bilge to lr. edge of Sh'rstrake		9/16		9/16
Main Sheerstrake, breadth and thickness	43	12/16	33	12/16
do. of doubling at Sh'rstrake, & length applied from Mn. to Upr. or Spar Dk. Sh'rstrake.				
Up. or Spar Dk Sh'rstrake, breadth & thickness				
Butt Straps to outside plating, breadth & thickness	10 1/4	14/16	10 3/4	14/16
Lengths of Plating	9.2		9.2	
Shifts of Plating, and Stringers	2 frame shift			
Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness	28	9/16	25	9/16
Angle Iron on ditto	4 1/2	3	4 1/2	3
Tie Plates fore and aft, outside Hatchways				
Diagonal Tie Plates on Beams No. of Pairs				
Planksheer material and scantling	from bulwark			
Waterways do. do.	from p.			
Flat of Upper Deck do. do.	from p.			
How fastened to Beams	riveted to beams			
Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness				
Is the Stringer Plate attached to the outside plating?				
Angle Irons on ditto, No.				
Tie Plates, outside Hatchways				
Diagonal Tie Plates on Beams, No. of pairs				
Waterways materials and scantlings				
Flat of Middle Deck do. do.				
How fastened to Beams				
Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	18	4/16	18	4/16
do. do.	12	4/16	12	4/16
Is the Stringer Plate attached to the outside plating?	No			
Angle Irons on ditto, No.	4 1/2	3	4 1/2	3
Stringer or Tie Plates, outside Hatchways				
Flat of Lower Deck				
Ceiling betwixt Decks, thickness and material	1 1/4			
do. in hold do. do.	2 1/2		2 1/2	
Main piece of Rudder, diameter at head	4 3/4		4 1/2	
do. do. at heel	2 3/4		2 1/4	
Can the Rudder be unshipped afloat?	Yes			
Bulkheads No. 5 Thickness of 3/8				
Height up to 22 Deck				
How secured to sides of ship	between two frames			
Size of Vertical Angle Irons	2 1/2 x 3/8			
and distance apart	50 ins.			
Are the outside Plates doubled two spaces of Frames in length?	Yes			

Keelsons, material. Knight-heads. Hawse Timbers. plates & frames

Windlass Common Walker Pall Bitt patent

FRAMES extend in one length from keel to gunwale Riveted through plates with 3/4 in. Rivets, about 5 apart.

REVERSED ANGLE IRONS on floors and frames extend across middle line to above hold beams and to gunwale alternately and to raised deck and gunwale

Are the various lengths of Plates and Angle Irons properly connected? Yes And butts properly shifted? Yes

Keelsons, double riveted to Keel, with rivets 3/8 in. diameter, averaging 3 3/4 ins. from centre to centre.

Keelsons, double riveted to upper part of Bilge, worked clencher, double riveted; with rivets 3/4 in. diameter, averaging 3 1/4 ins. from centre to centre.

Keelsons of Bilge, worked carvel, double riveted; with rivets 3/4 in. diameter averaging 3 1/4 ins. from centre to centre.

Keelsons at Bilge for half length, treble riveted with Butt Straps 1/16 thicker than the plates they connect.

Keelsons on Sheerstrake, worked clencher, double or single riveted; with rivets 3/4 in. diameter, averaging 3 1/4 ins. from cr. to cr.

Keelsons on Sheerstrake, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 3 1/4 ins. from cr. to cr.

Keelsons, double or single riveted. Upper Sheerstrake, double or single riveted.

Keelsons, treble riveted for 1/2 length amidships. Butts of Upper or Spar Sheerstrake, treble riveted 1/2 length amidships.

Keelsons, treble riveted for 1/2 length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for 1/2 length.

Keelsons, double riveting 4 1/4 to 5 Breadth of laps of plating in single riveting 2 1/4 to bulwark

Keelsons, treble, double or single Riveted? Double and treble riveted

(Explain by Sketch, if necessary.)

Keelsons, sides? Welded joints riveted to the frame No. of Breasthooks, four Crutches, four

Keelsons, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c. James A. Hall & Co. plating

Surveyor's Signature, W. H. H. H. Lloyd's Register of British and Foreign Shipping.

ARW-0617

**Workmanship.** Are the butts of plating planed or otherwise fitted? *all 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? *3339*  
 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 in corners of butts*

Masts, Bowsprit, Yards, &c., are *Plch, Red pine in good* condition, and sufficient in size and length. If of Iron or Steel Scantlings of Plating, Angle Irons, &c., and further explain by a Sketch showing how the lower Masts and Bowsprit are constructed, show 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 *Length of fore Mast from deck to head 34, Dia 1 1/2 in. Ditt. Ditt. of Main Mast 40 feet Dia 1 1/2 in*

*Tested by D. J. Lewis at Belkenton 6/27/1881. Tested by D. J. Lewis at Belkenton 7/1/1881*

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Length & Size req'd pr Rule.	Test req'd per Rule.	ANCHORS.	N <sup>o</sup> .	Weight. Ex. Stock.	Test per Certificate	W'ght req'd per Rule.	Te	
N <sup>o</sup> .	SAILS.	CABLES, &c. Chain		210	7 5/16	318 40 1/2 in	210 of 15/16	318 40 1/2 in	Bowers	3	15-2.18 3.2.14 15.0.7 3.2.6 12.3.24 3.1.6	15.1.0 15.1.0 12.3.24	10 15 14
One	Fore Sails,	Main		60	1 1/16	12.15.0.0 20.12.2.0	60 1/16	12.15.0.0 20.12.2.0	Stream	1	4.3.23 1.1.21 2.2.14 1.2.24	5.1.0	4
Complete	Fore Top Sails,	Hmpn Strm Cbl		90	3/4	90-9	90-9	90-9	Kedges	2	2.2.14 1.2.24	2.2.0	5
and	Fore Topmast Stay Sails	Hawser		90	5	90-4	90-4	90-4					
	Main Sails,	Towlines		90	5	90-5	90-5	90-5					
	Main Top Sails,	Warp		90	5	90-5	90-5	90-5					
	and	quality		90	5	90-5	90-5	90-5					

Standing and Running Rigging *Gal Wares, Hemp* sufficient in size and *good* quality. She has *one 20 ft Long Boat* and *one 20 ft Long Boat*.  
 The Windlass is *Good* Capstan *good* and Rudder *good* Pumps *4 or 5*

**Engine Room Skylights.**—How constructed? *strong oak frame* How secured in ordinary weather? *locked to coaming*

What arrangements for deadlights in bad weather? *strong wood shutters covered with tarpaulings*

**Coal Bunker Openings.**—How constructed? *Iron* How are lids secured? *with a bar* Height above deck? *Sticks*

**Scuppers, &c.**—What arrangements for clearing upper deck of water, in case of shipping a sea? *seven scuppers and four discharge ports on each side*

**Cargo Hatchways.**—How formed? *Iron* *Beams* *and* *iron* *decks*

State size **Main Hatch** *18.0 x 12.0* Forehatch *14.8 x 11.0* Quarterhatch *14.8 x 11.0*

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

What arrangement for shifting beams? *One shifting beam in each hatch*

**Hatches,** If strong and efficient? *Yes solid*

Order for Special Survey No. *523* Date *Jan 1 1880*

Order for Ordinary Survey No. *104* Date *Jan 1 1880*

No. *104* in builder's yard.

**General Remarks** (State quality of workmanship, &c.) *Workmanship of good quality*

*The shake of plating under sheersake is doubled with an iron plate for 130 feet amidships, and a rolling keelson fitted at turn of bilge for a length of 90 feet, formed of bulb bars 4 1/2 x 10 and angle bars 3 1/2 x 9 1/2. The proposed arrangements for fitting a moveable flat on hold beams has not been carried out. The water ballast tanks have been tested previous to and after launching. Length of fore tank 44 feet, capacity in tons 110. Ditt. of after ballast tank 34 feet, capacity in tons 90. Length of Raised Quarter deck 02 feet. Ditt. of bridge house 40 feet, Ditt. of forecable 23 feet. And is built in accordance with approved tracing as per Secretary's letter dated 20 April 1880*

State if one, two, or three, decked vessel, or if spar, or awning decked; and the lengths of poop, forecable, or raised quarter deck, and the length of the vessel.

How are the surfaces preserved from oxidation? Inside *Portland cement & paint.* Outside *Paint*

I am of opinion this Vessel should be Classed *100 ft 1*

The amount of the Entry Fee ... £ 5 : 0 : 0 is received by me, *J. M. Little*

Special ... £ 34 : 12 : 0 *26 March 1881*

Certificate ... *grate*

(Travelling Expenses, if any, & none.)

Committee's Minute *Tuesday March, 29th 1881.*

Character assigned *100A*

