

## IRON SHIP.

(Received at London Office, MONDAY 29 SEPT 1884

1884

No. 3564 Survey held at

Date, First Survey

Sept 12 1883 Last Survey

On the

Glen Sanai Iron Steamer

TONNAGE under Tonnage Deck

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

Master P. Casson

Ditto of Third, Spar, or Awning Deck

Half Breadth (moulded) .. .. . 15' 4"

Built at Aberdeen

Ditto of Deck, or Raising Cr. Dk.

Depth from upper part of Keel to top of Upper Deck Beams 19' 4 1/2"

When built 1884 Launched 25 Aug 1884

Ditto of Houses on Deck

Girth of Half Midship Frame (as per Rule) .. .. 32' 1 1/2"

By whom built James &amp; Hall &amp; Co

Ditto of Forecastle

1st Number .. .. . 68

Owners Aberdeen Glen Line &amp; Co

Gross Tonnage

2nd Number .. .. . 15898

Residence Aberdeen

Less Crew Space

Proportions— Breadths to Length .. .. 7' 8"

Port belonging to Aberdeen

Less Engine Room

Depths to Length—Upper Deck to Keel .. .. 12' 8"

Destined Voyage Mediterranean

Register Tonnage as cut on Beam

Main Deck ditto .. .. .

If Surveyed while Building, Afloat, or in Dry Dock.

Under Special Survey

LENGTH on deck as per Rule .. 248' 5" BREADTH Moulded .. 34' 8" DEPTH top of Floors to Upper Deck Beams .. 24' 8" Do. do. Main Deck Beams .. 14' 4" Power of Engines .. 150 Horse. N° of Decks with flat laid .. 4 N° of Tiers of Beams .. 3

Dimensions of Ship per Register, length 250' 4" breadth 33' 1" depth 24' 8"

| KEEL, depth and thickness  | Inches in Ship. | Inches per Rule. | Flat Keel Plates, breadth and thickness   | Inches in Ship. | 16ths in Ship. | Inches per Rule. | 16ths per Rule. |
|--|-----------------|------------------|---|-----------------|----------------|------------------|-----------------|
| STEM, moulding and thickness   | 8 1/2 x 3 1/2   | 8 1/2 x 3 1/2    | PLATES in Garboard Strakes, br'dth & thickness                                    | 39              | 11             | 3 1/2            | 11              |
| STERN-POST for Rudder do. do.  | 8 1/2 x 5       | 8 1/2 x 5        | " From Garboard to upper part of Bilge  | 10              |                | 10               |                 |
| " " for Propeller  | 8 1/2 x 5       | 8 1/2 x 5        | " Of d'bling at Bilge, or increased thickness, and length applied                 | 11              |                | 11               |                 |
| Distance of Frames from moulding edge to moulding edge, all fore and aft         | 24 inches       | 24 inches        | " From up. prt of Bilge to l. edge of Sh'rstrake                                  | 10              |                | 10               |                 |
| FRAMES, Angle Iron, for 1/2 length amidships                                     | 4 1/2 x 3 1/2   | 4 1/2 x 3 1/2    | " Main Sheerstrake, breadth and thickness   | 40              | 12             | 4 1/2            | 12              |
| Do. for 1/2 at each end  | 4 1/2 x 3 1/2   | 4 1/2 x 3 1/2    | " Of d'bling at Sh'rstr. & lng. applied   | 8               |                | 8                |                 |
| REVERSED FRAMES, Angle Iron  | 3 x 3 1/2       | 3 x 3 1/2        | " From M'n. to Up. or Spar Dk. Sh'rstrake   | 8               |                | 8                |                 |
| FLOORS, depth and thickness of Floor Plate at mid line for half length amidships | 2 1/2 x 8 1/2   | 2 1/2 x 8 1/2    | " Up. or Spar Dk Sh'rstrake, br'dth & thicken'ss                                  | 3 1/2           | 11             | 3 1/2            | 11              |
| " thickness at the ends of vessel  | 15 1/2          | 12               | " Butt Straps to outside plating, breadth & thickness                             | 12              |                | 12               |                 |
| " depth at 3/4 the half-bdth. as per Rule  | 4 1/2           | 4 1/2            | Lengths of Plating  | 12              |                | 12               |                 |
| " height extended at the Bilges  | 4 1/2           | 4 1/2            | Shifts of Plating, and Stringers  | 2               |                | 2                |                 |
| BEAMS, Upper, Spar, or Awning Deck   | 5 1/2 x 6       | 5 1/2 x 6        | Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness | 4 1/2           | 8              | 4 1/2            | 8               |
| Single or d'ble Ang. Iron, Plate or Tee Bulb Iron                                | 3 x 3 1/2       | 3 x 3 1/2        | Angle Iron on ditto   | 4 1/2           | 9              | 4 1/2            | 9               |
| Single or double Angle Iron on Upper edge  | 3 x 3 1/2       | 3 x 3 1/2        | Tie Plates fore and aft, outside Hatchways  | 12              | 8              | 12               | 8               |
| Average space  | 10" frame       | 10" frame        | Diagonal Tie Plates on Beams No. of Pairs   |                 |                |                  |                 |
| BEAMS, Main, or Middle Deck  | 5 x 8 1/2       | 5 x 8 1/2        | Flat of Up., Spar, or Awning Dk. * 4 Pairs  | 3 1/2 x 5       | 3 1/2          | 5                |                 |
| Single or d'ble Ang. Iron, Plate or Tee Bulb Iron                                | 5 x 8 1/2       | 5 x 8 1/2        | How fastened to Beams   | 9               |                | 9                |                 |
| Single or double Angle Iron on Upper Edge  | 5 x 8 1/2       | 5 x 8 1/2        | Stringer Plate on ends of Main or Middle Deck                                     | 3 1/2           | 10             | 3 1/2            | 10              |
| Average space  | 10" frame       | 10" frame        | Beams, breadth and thickness  | 3 1/2           | 10             | 3 1/2            | 10              |
| BEAMS, Lower Deck  | 5 x 8 1/2       | 5 x 8 1/2        | Is the Stringer Plate attached to the outside plating?                            | Yes             |                |                  |                 |
| Single or d'ble Ang. Iron, Plate or Tee Bulb Iron                                | 5 x 8 1/2       | 5 x 8 1/2        | Angle Irons on ditto, No.   | 4 1/2           | 9              | 4 1/2            | 9               |
| Single or double Angle Iron on Upper Edge  | 5 x 8 1/2       | 5 x 8 1/2        | Tie Plates, outside Hatchways   |                 |                |                  |                 |
| Average space  | 10" frame       | 10" frame        | Diagonal Tie Plates on Beams, No. of pairs  |                 |                |                  |                 |
| BEAMS, Hold, or Orlop  | 5 x 8 1/2       | 5 x 8 1/2        | Flat of Middle Deck* do.  | 6               |                | 6                |                 |
| Single or d'ble Ang. Iron, Plate or Tee Bulb Iron                                | 5 x 8 1/2       | 5 x 8 1/2        | How fastened to Beams   | 3 1/2           | 9              | 3 1/2            | 9               |
| Single or double Angle Iron on Upper Edge  | 5 x 8 1/2       | 5 x 8 1/2        | Stringer Plates on ends of Lower Deck, Hold or Orlop Beams                        | 3 1/2           | 9              | 3 1/2            | 9               |
| Average space  | 10" frame       | 10" frame        | Is the Stringer Plate attached to the outside plating?                            | Yes             |                |                  |                 |
| KEELSONS Centre line, single or double plate, box, or Intercostal, Plates        | 11 x 12         | 11 x 12          | Angle Irons on ditto, No.   | 4 1/2           | 9              | 4 1/2            | 9               |
| " Rider Plate  | 11 x 12         | 11 x 12          | Tie Plates, outside Hatchways   |                 |                |                  |                 |
| " Bulb Plate to Intercostal Keelson  | 5 x 4 1/2       | 5 x 4 1/2        | Diagonal Tie Plates on Beams, No. of pairs  |                 |                |                  |                 |
| " Angle Irons  | 5 x 4 1/2       | 5 x 4 1/2        | Flat of Middle Deck* do.  | 6               |                | 6                |                 |
| " Double Angle Iron Side Keelson   | 5 x 4 1/2       | 5 x 4 1/2        | How fastened to Beams   | 3 1/2           | 9              | 3 1/2            | 9               |
| " Side Intercostal Plate   | 5 x 4 1/2       | 5 x 4 1/2        | Stringer Plates on ends of Lower Deck, Hold or Orlop Beams                        | 3 1/2           | 9              | 3 1/2            | 9               |
| " do. Angle Irons  | 5 x 4 1/2       | 5 x 4 1/2        | Is the Stringer Plate attached to the outside plating?                            | Yes             |                |                  |                 |
| " Attached to outside plating with angle iron                                    | 5 x 4 1/2       | 5 x 4 1/2        | Angle Irons on ditto, No.   | 4 1/2           | 9              | 4 1/2            | 9               |
| BILGE Angle Irons  | 5 x 4 1/2       | 5 x 4 1/2        | Tie Plates, outside Hatchways   |                 |                |                  |                 |
| " do. Bulb Iron  | 5 x 4 1/2       | 5 x 4 1/2        | Diagonal Tie Plates on Beams, No. of pairs  |                 |                |                  |                 |
| " do. Intercostal plates riveted to plating for length                           | 5 x 4 1/2       | 5 x 4 1/2        | Flat of Middle Deck* do.  | 6               |                | 6                |                 |
| BILGE STRINGER Angle Irons   | 5 x 4 1/2       | 5 x 4 1/2        | How fastened to Beams   | 3 1/2           | 9              | 3 1/2            | 9               |
| " Intercostal plates riveted to plating for length                               | 5 x 4 1/2       | 5 x 4 1/2        | Stringer Plates on ends of Lower Deck, Hold or Orlop Beams                        | 3 1/2           | 9              | 3 1/2            | 9               |
| SIDE STRINGER Angle Irons  | 5 x 4 1/2       | 5 x 4 1/2        | Is the Stringer Plate attached to the outside plating?                            | Yes             |                |                  |                 |

The FRAMES extend in one length from Keel to gunwale

The REVERSED ANGLE IRONS on floors and frames extend across middle line to above main deck 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 ins. from centre to centre.

" Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 1 1/8 in. diameter, averaging 5 ins. from centre to centre.

" Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 1 1/8 in. diameter averaging 5 1/2 ins. from centre to centre.

" Butts of 3 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 1 1/8 in. diameter, averaging 5 1/2 ins. from cr. to cr.

" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 1 1/8 in. diameter, averaging 5 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 1/2 Breadth of laps of plating in single riveting 5

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? No. of Breasthooks 4 Crutches, 4

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

Manufacturer's name or trade mark, S. M. C. P.

The above is a correct description.

Builder's Signature, M. Hall

Surveyor's Signature, J. R. Kettle

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

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

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



3554. ABN.

**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? *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 in Cornels of hull*

Masts, Bowsprit, Yards, &c., are *Iron & Pile from iron* 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. *The masts fore and main are formed of two plates 5/8 of 1/16 thick bands double clincher, butt straps 1/8 thicker than plates and ribble riveted. Mast Head 10 1/4. Deck 2 1/2. Mast 1 1/2. Length from Deck to Heads 43 feet. Main 40 feet.*

*Rated at Sipton by 8 P. Dec 9 July 1884. Rated at Rutherford by 8 P. Dec 10 July 1884*

| NUMBER for EQUIPMENT                                | Fathoms. | Inches. | Test per Certificate | Inches per Rule. | Machine where Tested & Suprntd. | ANCHORS.  | N <sup>o</sup> . | Weight, Ex. Stock. | Test per Certificate | W'ght req'd per Rule. | Machine where Tested & Suprntd. |
|---|----------|---------|----------------------|------------------|---------------------------------|---|------------------|--------------------|----------------------|-----------------------|---------------------------------|
| <b>SAILS.</b>                                       |          |         |                      |                  |                                 | <b>Bower Anchors</b>  | 3                | 25.2.5             | 24.1.3.0             | 24.3.0                | 25 1/2                          |
| <b>CABLES, &amp;c.</b>                              |          |         |                      |                  |                                 | <i>(State Machine where Tested, Date, or No. of Certificate, &amp; Name of Superintendent.)</i> |                  |                    |                      |                       |                                 |
| Chain .....   | 240      | 1 1/16  | 58 1/4               | 240 1/4          | 57 1/4                          |   |                  | 5.0.19             |                      |                       |                                 |
| Fore Sails, Iron Stream Chain                       | 45       | 1 1/16  | 20.0.0.0             | 7.5.4            | 20 1/16                         |   |                  | 25.0.4             | 24.1.1.14            | 24.3.0                | 25 1/2                          |
| Fore Top Sails, or Steel Wire ..                    | 90       | 5 1/2   | 30.8.0.0             | 1 1/16           | 30 7/10                         |   |                  | 5.3.2              |                      |                       |                                 |
| Fore Topmast Stay Sails, or Hempen Strm Cable ..... | 90       | 9       | 25 1/2               | 90 9 11          |                                 |   |                  | 24.0.4             | 23.17.2.0            | 23.2.12               | 23 1/2                          |
| Towline, Hemp.                                      | 90       | 4       |                      | 90 4 4           |                                 |   |                  | 5.1.5              |                      |                       |                                 |
| Main Sails, or Steel Wire ..                        | 90       | 6       |                      | 90 4 9           |                                 | <b>Stream Anchor</b>  | 1                | 2.0.11             | 14.2.2.1             | 2.3.0                 | 10 1/2                          |
| Hawser .....  | 90       | 5       |                      |                  |                                 | <b>Kedge</b> ...  | 1                | 4.2.2.0            | 4.2.2.0              | 4.2.0                 | 5 1/2                           |
| Main Top Sails, Warp .....                          | 90       | 4       |                      |                  |                                 | <b>2nd Kedge</b> ...  | 1                | 2.0.15             | 4.12.2.0             | 2.1.0                 | 4 1/2                           |
| and quality   |          |         |                      |                  |                                 |   |                  | 2.0.15             |                      |                       |                                 |

Standing and Running Rigging *Good Nine Hemp* sufficient in size and *good* in quality. She has *221 ft* Long Boat and *breast of rig* 19 ft

The Windlass is *Reaper patent* Capstan of *Iron* and Rudder *good* Pumps *5* for *6* official

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

What arrangements for deadlights in bad weather? *glass shutters on top of skylights*

**Coal Bunker Openings.** How constructed? *Iron Coamings* How are lids secured? *with a bar* Height above deck? *10 inches*

**Scuppers, &c.** What arrangements for clearing upper deck of water, in case of shipping a sea? *type scuppers on each side and three scuppers on each side main deck to bilge*

**Cargo Hatchways.** How formed? *Iron coamings and head batten worked to beams and iron deck*

State size Main Hatch *10.10 x 11 feet* Fore hatch *10.0 x 11 feet* Quarter hatch *10.10 x 11 feet*

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

What arrangement for shifting beams? *a strong cup web plate in each hatch*

**Hatches, If strong and efficient?** *Yes 2 1/2 inches thick*

Order for Special Survey No. *590* Dates of Surveys held while building as per Section 18.

Date *July 4. 1883*

Order for Ordinary Survey No. *590*

Date *July 4. 1883*

No. *320* in builder's yard.

State dates of letters respecting this case *June 25 1883 July 19 1884*

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

*samples of the iron used in the construction of the vessel have been tested and found to be of good quality*

*the water ballast tanks have been tested forward to and after launching and found to be quite tight*

*length of after ballast tank 64 feet capacity 110 tons, ditto of main water ballast tank 62 feet capacity 110 tons, and is built in accordance with accompanying approved drawings as per scantlings letter above stated.*

State if one, two, or three decked vessel, or if span 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 *What 1. Span Decked. Iron Main Deck. Three tiers of beams*

The amount of the Entry Fee .....£ 4 : 0 : 0 is received by me, *J. H. Little*

Special .....£ 03 : 9 : 0 25 Sept 1884

(to be sent as per margin). Certificate ... *Good*

(Travelling Expenses, if any, & none).

Committee's Minute

Character assigned *100 B*

*J. H. Little*

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

FRIDAY 3 OCT 1884

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*1 DR (Leam) 25 Sept 1884*

*J. H. Little*

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