

IRON SHIP.

No. *6802* Survey held at *Glasgow* Date, First Survey *March 1884* Last Survey *3rd January 1885*
 On the *Screw Steamer "Flamanganshire"*

TONNAGE under Tonnage Deck *2594.23*
 Ditto of Houses on Deck *36*
 Ditto of Poop, or Raised Q. Dk. *124.03*
 Ditto of Houses on Deck *65.52*
 Ditto of Forecasts *44.44*
 Gross Tonnage *2834.58*
 Less Crew Space *84.84*
 Less Engine Room *98.04*
 Register Tonnage as cut on Beam *1842.64*

ONE, OR TWO-DECKED, THREE DECKED VESSEL, SPAR, OR AWNING-DECKED VESSEL.
 Half Breadth (moulded) *20.00*
 Depth from upper part of Keel to top of Upper Deck Beams *28.58*
 Girth of Half Midship Frame (as per Rule) *43.91*
 1st Number *92.49*
 1st Number, if a 3-Decked Vessel deduct 7 feet *7.00*
 Length *338.16*
 2nd Number *289.09*
 Proportions—Breadths to Length *8.45*
 Depths to Length—Upper Deck to Keel *11.83*
 Main Deck ditto *16.39*

Master *Williams*
 Built at *Glasgow*
 When built *1884* Launched *19th Nov. 1884*
 By whom built *London & Glasgow S. B. Co.*
 Owners *D. J. Jenkins & Co.*
 Residence *London*
 Port belonging to *London*
 Destined Voyage *Hamburg*
 If Surveyed while Built Afloat, or in Dry Dock. *Built under Special Survey*

LENGTH on deck as per Rule *338.16* **BREADTH** Moulded *40.0* **DEPTH** top of Floors to Upper Deck Beams *26.5* **Power of Engines** *450* **N^o. of Decks with flat hid** *Two* **N^o. of Tiers of Beams** *Three*

Dimensions of Ship per Register, length *340.2* breadth, *40.2* depth, *26.5*

	Inches in Ship	Inches per Rule	Inches in Ship	Inches per Rule	Inches in Ship	Inches per Rule
KEEL , depth and thickness	<i>11 x 24</i>	<i>11 x 24</i>				
STEM , moulding and thickness	<i>11 x 24</i>	<i>11 x 24</i>				
STERN-POST for Rudder do. do.	<i>11 x 63</i>	<i>11 x 63</i>				
" for Propeller	<i>11 x 63</i>	<i>11 x 63</i>				
Distance of Frames from moulding edge to moulding edge, all fore and aft	<i>24</i>	<i>24</i>				
FRAMES , Angle Iron, for $\frac{1}{2}$ length amidships	<i>52 32 8</i>	<i>52 32 8</i>				
Do. for $\frac{1}{4}$ at each end	<i>52 32 7</i>	<i>52 32 7</i>				
REVERSED FRAMES , Angle Iron	<i>32 32 8</i>	<i>32 32 8</i>				
FLOORS , depth and thickness of Floor Plate at mid line for half length amidships	<i>25 10</i>	<i>25 10</i>				
" thickness at the ends of vessel	<i>8</i>	<i>8</i>				
" depth at $\frac{1}{2}$ the half-bdth. as per Rule	<i>123</i>	<i>123</i>				
" height extended at the Bilges	<i>50</i>	<i>50</i>				
BEAMS , Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<i>83 8</i>	<i>83 8</i>				
Single or double Angle Iron on Upper edge	<i>32 3 7</i>	<i>32 3 7</i>				
Average space	<i>48</i>	<i>48</i>				
BEAMS , Main, or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<i>92 9</i>	<i>92 9</i>				
Single or double Angle Iron on Upper Edge	<i>32 32 7</i>	<i>32 32 7</i>				
Average space	<i>48</i>	<i>48</i>				
BEAMS , Lower Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron						
Single or double Angle Iron on Upper Edge						
Average space						
BEAMS , Hold, or Orlop Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<i>11 11</i>	<i>11 11</i>				
Single or double Angle Iron on Upper Edge	<i>5 4 9</i>	<i>5 4 9</i>				
Average space	<i>10 frame spaces</i>	<i>10 frame spaces</i>				
KEELSONS Centre line, single or double plate, box, or Intercoastal Plates	<i>21 14</i>	<i>21 14</i>				
" Rider Plate	<i>14 14</i>	<i>14 14</i>				
" Butt Plate to Intercoastal Keelsons	<i>18 9</i>	<i>18 9</i>				
" Angle Irons	<i>62 4 9</i>	<i>62 4 9</i>				
" Double Angle Iron Side Keelsons	<i>16 14</i>	<i>16 14</i>				
" Side Intercoastal Plate	<i>9</i>	<i>9</i>				
" do. Angle Irons	<i>62 4 9</i>	<i>62 4 9</i>				
" Attached to outside plating with angle iron	<i>32 32 8</i>	<i>32 32 8</i>				
BILGE Angle Irons	<i>62 4 9</i>	<i>62 4 9</i>				
" do. Intercoastal plates riveted to plating for $\frac{3}{5}$ length	<i>16 14</i>	<i>16 14</i>				
" do. Intercoastal plates riveted to plating for $\frac{3}{5}$ length	<i>9</i>	<i>9</i>				
BILGE STRINGER Angle Irons	<i>62 4 9</i>	<i>62 4 9</i>				
Intercoastal plates riveted to plating for $\frac{3}{5}$ length	<i>9</i>	<i>9</i>				
SIDE STRINGER Angle Irons						

Flat Keel Plates, breadth and thickness	<i>36</i>	<i>12</i>	<i>36</i>	<i>12</i>
PLATES in Garboard Strakes, br'dth & thickness	<i>36</i>	<i>12</i>	<i>36</i>	<i>12</i>
" From Garboard to upper part of Bilges	<i>11 12</i>	<i>11 12</i>	<i>11 12</i>	<i>11 12</i>
" Of d'ble at Bilge, or increased thickness and length applied				
" From up. prt of Bilge to l. edge of Sh'rstrake	<i>11 12</i>	<i>11 12</i>	<i>11 12</i>	<i>11 12</i>
" Main Sheerstrake, breadth and thickness	<i>40</i>	<i>13</i>	<i>40</i>	<i>13</i>
" Of d'ble at Sh' strake, and length applied	<i>2</i>	<i>2</i>	<i>2</i>	<i>2</i>
" From Main Sheerstrake to Sh'rstrake	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>
" Up. of Spar Dk. to Strake, breadth & thickness	<i>12</i>	<i>12</i>	<i>12</i>	<i>12</i>
Butt Straps to outside plating, breadth & thickness	<i>22 12 16 12</i>	<i>22 12 16 12</i>	<i>22 12 16 12</i>	<i>22 12 16 12</i>
Lengths of Plating	<i>2</i>	<i>2</i>	<i>2</i>	<i>2</i>
Shifts of Plating, and Stringers	<i>2</i>	<i>2</i>	<i>2</i>	<i>2</i>
Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness	<i>49</i>	<i>10</i>	<i>49</i>	<i>10</i>
Angle Iron on ditto	<i>4 x 4</i>	<i>9</i>	<i>4 x 4</i>	<i>9</i>
" Plates, fore and aft, outside Hatchways	<i>6</i>	<i>6</i>	<i>6</i>	<i>6</i>
Diagonal Tie Plates on Beams No. of Pairs	<i>6</i>	<i>6</i>	<i>6</i>	<i>6</i>
Flat of Up., Spar, or Awning Dk.	<i>32</i>	<i>32</i>	<i>32</i>	<i>32</i>
How fastened to Beams	<i>Butt straps</i>	<i>Butt straps</i>	<i>Butt straps</i>	<i>Butt straps</i>
Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness	<i>49</i>	<i>9</i>	<i>49</i>	<i>9</i>
Is the Stringer Plate attached to the outside plating?	<i>Yes</i>		<i>Yes</i>	
Angle Irons on ditto, No.	<i>4 x 4</i>	<i>9</i>	<i>4 x 4</i>	<i>9</i>
" Plates, outside Hatchways	<i>4</i>	<i>4</i>	<i>4</i>	<i>4</i>
Diagonal Tie Plates on Beams, No. of pairs	<i>4</i>	<i>4</i>	<i>4</i>	<i>4</i>
Flat of Middle Deck do. do.	<i>32</i>	<i>32</i>	<i>32</i>	<i>32</i>
How fastened to Beams	<i>Butt straps</i>	<i>Butt straps</i>	<i>Butt straps</i>	<i>Butt straps</i>
Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	<i>44</i>	<i>9</i>	<i>43</i>	<i>9</i>
Is the Stringer Plate attached to the outside plating?	<i>Yes</i>		<i>Yes</i>	
Angle Irons on ditto, No.	<i>4 x 4</i>	<i>9</i>	<i>4 x 4</i>	<i>9</i>
Stringer or Tie Plates, outside Hatchways	<i>4</i>	<i>4</i>	<i>4</i>	<i>4</i>
Flat of Lower Deck				
Ceiling betwixt Decks, thickness and material	<i>Copper & P.P.</i>		<i>Copper & P.P.</i>	
" in hold do.	<i>3</i>	<i>P.P.</i>	<i>3</i>	<i>P.P.</i>
Main piece of Rudder, diameter at head	<i>8 1/2</i>		<i>8 1/2</i>	
do. at heel	<i>4</i>		<i>4</i>	
Can the Rudder be unshipped afloat?	<i>Yes</i>		<i>Yes</i>	
Bulkheads No. 6 No. per Rule 6				
" Thickness of $\frac{1}{2}$ to $\frac{3}{4}$				
" Height up Upper deck				
" How secured to sides of ship	<i>Double frames</i>		<i>Double frames</i>	
" Size of Vertical Angle Irons $52 \times 32 \times \frac{1}{2}$ and distance apart 30 ins.				
" Are the outside Plates doubled two spaces of Frames in length?	<i>Yes</i>		<i>Yes</i>	

The **FRAMES** extend in one length from *Keel* to *Gunwale* Riveted through plates with $\frac{1}{2}$ in. Rivets, about $\frac{1}{4}$ apart.
 The **REVERSED ANGLE IRONS** on floors and frames extend from middle line to *the Middle Deck* and to *the Upper Deck* 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 $\frac{1}{8}$ in. diameter, averaging $5\frac{1}{2}$ ins. from centre to centre.
 " Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets $\frac{1}{8}$ in. diameter, averaging $3\frac{1}{2}$ ins. from centre to centre.
 " Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets $\frac{1}{8}$ in. diameter averaging $3\frac{1}{2}$ ins. from centre to centre.
 " Butts of all Strakes at Bilge for half length, treble riveted with Butt Straps $\frac{1}{2}$ in. thicker than the plates they connect.
 " Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets $\frac{1}{8}$ in. diameter, averaging $3\frac{1}{2}$ ins. from cr. to cr.
 " Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets $\frac{1}{8}$ in. diameter, averaging $3\frac{1}{2}$ 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 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 half length.
 " Breadth of laps of plating in double riveting $5\frac{1}{2} \times 6\frac{1}{2}$ Breadth of laps of plating in single riveting $\frac{1}{2}$
 Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? *Treble & double* No. of Breasthooks, *8* Crutches, *6*
 What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *Best*
 Manufacturer's name or trade mark, *Coke, South Stockton Iron Co., Moor, Dorman Long & Co., Premier, Middlesbrough.*
 The above is a correct description.
 Builder's Signature, *Wm. Henderson & Glasgow Dock Co. Ltd.* Surveyor's Signature, *J. J. House*
 Surveyor to Lloyd's Register of British Shipping

6802 *gl*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 *good* 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

	Length	Dia. at base	Dia. at top	Length	Dia. at base	Dia. at top	Length	Dia. at base	Dia. at top
Iron pole mast (Concession) Foremast	119.4 1/2	88.4 1/2	24 x 6	28 x 6	22 x 6	19 x 6	14 x 5	7 1/2 x 5	7 1/2 x 5
Three plates in the round, lands Mainmast	123.3	99.3	24 x 6	28 x 6	19 1/2 x 6	15 1/2 x 6	7 x 5		
double riveted to head of lower mast, Wingmast	95.3	49.3	19 x 6	23 x 6	16 x 6	13 1/2 x 6	7 x 5		

Butts triple riveted above deck, double riveted below. Doubling plates fitted in way of rigging. (Schornierig)

NUMBER for EQUIPMENT 7134404		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Supplied.	ANCHORS.	No.	Weight. Ex. Stock.	Test per Certificate.	Weight req'd per Rule.	Machine where Tested & Supplied.
SAILS.												
CABLES, &c.												
Chain		300	2	85.00.50	300 x 2	Rutherford	Bower Anchors					
Fore Sails,				75.72.00		O. G. Lewis	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)					
Fore Top Sails,		90	1 1/2	85.00.50	90 x 1 1/2	Rutherford	18361 38.3.2 35.0.3.21 38					
Fore Topmast Stay Sails,				75.72.00		Rutherford	18358 38.1.12 34.14.22 38					
Main Sails,		120	4	13.33.00	120 x 4	Rutherford	18359 33.0.8 31.19.14 32 1/2					
Main Top Sails,		90	10		90 x 10	Rutherford	Stream Anchor 1835 11.2.14 13.10.0.0 11 1/2					
and		90	8 1/2		90 x 8 1/2	Rutherford	Kedge 1835 5.3.6 8.2.3.7 5 1/2					
quality							2nd Kedge 1835 2.3.20 5.10.0.0 2 1/2					

Standing and Running Rigging *Wire and Manila sufficient in size and good in quality.* She has *2.28 ft. Long* Boats and *1.27 ft. Launch, 2.24 ft. Cutter*The Windlass is *Iron (Napier's Patent)* Capstan *good* and Rudder *good* Pumps *good*Engine Room Skylights. How constructed? *Teak framing* How secured in ordinary weather? *Angle iron coming and bolt.*What arrangements for deadlights in bad weather? *Gratings and Tarpaulin*Coal Bunker Openings. How constructed? *Coming plates and doors* How are lids secured? *Latch bars and lockings* Height above deck? *30 ft. 2 1/2 ft. from keel*Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *On each side. Five scuppers,**Three freeing ports 26 x 19 x 14, two 20 x 14, two open gangway ports, and four mousing pipes.*Cargo Hatchways. How formed? *Deep plates forming Curving Carling*State size *Main Hatch 9' 11" x 10' 2" No. 2 Fore hatch 19' 11" x 12' 3" No. 3 Quarter hatch 11' 11" x 10' 3" No. 4 Hatch 8' 0" x 10' 3"*If of extraordinary size, state how framed and secured? *One shake of deep plating on each side of No. 2 Hatchway increased 1/2 inch.*What arrangement for shifting beams? *One deep rib-plate in No. 2 Hatchway.*Hatches, If strong and efficient? *Yes*

Order for Special Survey No. 1928

Date *11th January 1884*

Order for Ordinary Survey No. 1

Date *11th January 1884*No. *244* in builder's yard.State dates of letters respecting this case *22nd Decr 1883, 16th & 29th Feb 84 and 11th July 1884.*

DAYS 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

1883, Jan 2, 7, 10, 14, 18, 21, 24, 27, 31, April 4, 8, 14, 16, 17, 25, 29, May 1, 9, 12, 19, 23, 26, 28, 30, June 2, 4, 9, 11, 12, 18, 20, 23, 26, 30, July 3, 8, 10, 14, 16, 17, Aug 4, 11, 19, 26, 28, Sept 2, 5, 9, 12, 17, 19, 29, Oct 1, 2, 7, 9, 13, 15, 21, 24, 30, Nov 4, 5, 10, 13, 17, 21, Dec 5, 11, 15, 16, 17, 18, 23, 26, Jan 3, 1884.

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

This vessel has been built in conformity with the approved tracings No. 4, attached hereto, the instructions relating thereto, and otherwise in compliance with the Rules with a view to the class contemplated.

The quality of workmanship and material is good.

Three decked vessel with Poop 50 feet, Bridge 40 feet, & Forecastle 44 feet.

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 *Paint and Cement* Outside *Paint*I am of opinion this Vessel should be Classed *100 A1*The amount of the Entry Fee£ 5 : - : - is received by me, *(Signature)*Special£ 93 : 15 : - *14/11 1885*

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

(Travelling Expenses, if any, £ ...)

Committee's Minute

Inspector assigned *(Signature)*

FRIDAY 16 JAN 1885

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

J. J. House

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