

IRON SHIP.

(Received at London Office)

TUESDAY 7 APRIL 1884

No. 6905 Surveyed at *London* Date, First Survey *26 Feb 1884* Last Survey *16 March 1884*

Of the *Canada Superior* 3 Masted Schooner

| | | |
|---|---|---|
| TONNAGE under Tonnage Deck <i>163.94</i> | ONE, OR TWO DECKED, THREE DECKED VESSEL. | Master <i>William Stewart</i> |
| Ditto of Third, Span or Lower Deck <i>1051.94</i> | SPAR, OR ANKING-DECKED VESSEL. | Built at <i>Clydebank Glasgow</i> |
| Ditto of Rudder or Raised or Dk. <i>1089.43</i> | Half Breadth (moulded) <i>22.00</i> | When built <i>1884-85</i> Launched <i>15 Dec 1883</i> |
| Ditto of Houses on Deck <i>247.59</i> | Depth from upper part of Keel to top of Upper Deck Beams <i>26.33</i> | By whom built <i>J. H. Thomson</i> |
| Ditto of Forecastle <i>8.66</i> | Girth of Half Midship Frame (as per Rule) <i>43.16</i> | Owners <i>Canada Shipping Co.</i> |
| Gross Tonnage <i>4561.56</i> | 1st Number <i>91.49</i> | Residence <i>Montreal</i> |
| Less Crew Space <i>136.10</i> | 1st Number of 2 Decked Vessel <i>admit 7 feet</i> | Port belonging to <i>Liverpool</i> |
| Less Engine Room <i>1459.70</i> | Length <i>398.33</i> | Destined Voyage <i>Liverpool</i> |
| Register Tonnage as cut on Beam <i>2965.76</i> | 2nd Number <i>36443</i> | If Surveyed while Building, Afloat, or in Dry Dock. <i>Built under Special Survey</i> |
| | Proportions - Breadths to Length <i>9.05</i> | |
| | Depths to Length - Upper Deck to Keel <i>11.77</i> | |
| | Main Deck ditto <i>15.12</i> | |

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|---|--|--|------------------------------------|--|--------------------------------------|
| LENGTH on deck as per Rule <i>298.4</i> | BREADTH Moulded <i>44.0</i> | DEPTH top of Floors to Upper Deck Beams <i>25.5</i> | Power of Engines <i>430</i> | N° of Decks with flat laid <i>1</i> | N° of Tiers of Beams <i>1</i> |
| Dimensions of Ship per Register, length, <i>400.0</i> breadth, <i>44.2</i> depth, <i>25.5</i> | | | | | |
| KEEL , depth and thickness <i>9 1/2 x 3 1/2 full</i> | STEM , moulding and thickness <i>9 1/2 x 3 1/2 full</i> | STERN-POST for Rudder do. do. <i>11 x 7 1/2</i> | | | |
| " " for Propeller <i>11 x 7 1/2</i> | | | | | |
| Distance of Frames from moulding edge to moulding edge, all fore and aft <i>24</i> | | | | | |
| FRAMES , Angle Iron, for length amidships <i>3 1/2 x 3 1/2 8</i> | | | | | |
| Do. for 1/2 at each end <i>3 1/2 x 3 1/2 8</i> | | | | | |
| REVERSED FRAMES , Angle Iron <i>3 1/2 x 3 1/2 8</i> | | | | | |
| FLOORS , depth and thickness of Floor Plate at mid line for half length amidships <i>26</i> | | | | | |
| " thickness at the ends of vessel <i>13</i> | | | | | |
| " depth at 1/2 the half-bdth. as per Rule <i>52</i> | | | | | |
| " height extended at the Bilges <i>7 1/2</i> | | | | | |
| BEAMS , Upper, Spar, or Anking Deck <i>7 1/2 x 3 9</i> | | | | | |
| Single or double Angle Iron, Plate or Tee Bulb Iron <i>7 1/2 x 3 10</i> | | | | | |
| Do. Angle Iron on Upper edge <i>24</i> | | | | | |
| space <i>24</i> | | | | | |
| Main, or Middle Deck <i>7 1/2 x 3 10</i> | | | | | |
| Single or double Angle Iron, Plate or Tee Bulb Iron <i>7 1/2 x 3 10</i> | | | | | |
| Do. Angle Iron on Upper edge <i>24</i> | | | | | |
| space <i>24</i> | | | | | |
| BEAMS, Lower, or Orlop <i>10 1/2 x 3 10</i> | | | | | |
| Single or double Angle Iron, Plate or Tee Bulb Iron <i>10 1/2 x 3 10</i> | | | | | |
| Single or double Angle Iron on Upper edge <i>48</i> | | | | | |
| space <i>48</i> | | | | | |
| ELSONS Centre line, single or double plate, <i>24 1/2</i> | | | | | |
| do. or Intercoastal, Plates <i>14</i> | | | | | |
| Rider Plate <i>6</i> | | | | | |
| Bulb Plate to Intercoastal Keelson <i>6</i> | | | | | |
| Angle Irons <i>6</i> | | | | | |
| Double Angle Iron Side Keelson <i>6</i> | | | | | |
| Single Intercoastal Plate <i>12</i> | | | | | |
| do. from Angle Irons <i>12</i> | | | | | |
| ched to outside plating with angle iron <i>4 1/2</i> | | | | | |
| gle Irons <i>6</i> | | | | | |
| Bulb Iron <i>12</i> | | | | | |
| Intercoastal plates riveted to plating for 3/5 length <i>6</i> | | | | | |
| RINGER Angle Irons <i>6</i> | | | | | |
| roastal plates riveted to plating for <i>6</i> | | | | | |
| from all fore and aft <i>12</i> | | | | | |
| ES extend in one length from <i>Middle line</i> to <i>main</i> | | | | | |
| USED ANGLE IRONS on floors and frames extend <i>from middle line to main</i> | | | | | |
| S. Are the various lengths of Plates and Angle Irons properly connected? <i>Yes</i> | | | | | |
| Garboard , double riveted to Keel, with rivets <i>1 1/4</i> in. diameter, averaging <i>6</i> ins. from centre to centre. | | | | | |
| Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets <i>1</i> in. diameter, averaging <i>4</i> ins. from centre to centre. | | | | | |
| Butts from Keel to turn of Bilge , worked carvel, <i>double</i> riveted; with rivets <i>3/8</i> in. diameter averaging <i>3 1/2</i> ins. from centre to centre. | | | | | |
| Butts of all Strakes at Bilge for <i>2 1/2</i> length, treble riveted with Butt Straps <i>3/8</i> thicker than the plates they connect. | | | | | |
| Butts from Bilge to Main Sheerstrake , worked clencher, double <i>single</i> riveted; with rivets <i>1</i> in. diameter, averaging <i>4</i> ins. from cr. to cr. | | | | | |
| Butts from Bilge to Main Sheerstrake , worked carvel, <i>double</i> riveted; with rivets <i>1</i> in. diameter, averaging <i>4</i> ins. from cr. to cr. | | | | | |
| Butts of Main Sheerstrake , double <i>single</i> riveted. | | | | | |
| Butts of Main Sheerstrake , treble riveted for <i>2 1/2</i> length amidships. Butts of Upper or Spar Sheerstrake, treble riveted <i>2 1/2</i> length amidships. | | | | | |
| Butts of Main Stringer Plate , treble riveted for <i>2 1/2</i> length amidships. Butts of Upper or Spar Stringer Plate, <i>double</i> riveted for <i>whole</i> length. | | | | | |
| Breadth of laps of plating in double riveting <i>6</i> Breadth of laps of plating in single riveting <i>6</i> | | | | | |
| Butt Straps of Keelsons, Stringer and Tie Plates, <i>1</i> in. double or single Riveted? <i>double</i> No. of Beasthooks, <i>8</i> Crutches, <i>8</i> | | | | | |
| That description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c. <i>Best</i> | | | | | |
| Manufacturer's name or trade mark, <i>Shell-Mex</i> | | | | | |
| Th above is a correct description. | | | | | |
| Builder's Signature, <i>J. H. Thomson</i> | | | | | |
| Surveyor's Signature, <i>J. H. Thomson</i> | | | | | |
| Surveyor to L.R. Register of British and Foreign | | | | | |

State clearly when plating is of alternate thicknesses - as distinguished from plain thicknesses at ends of vessel.

If Iron Deck, state if whole or part, and if wood deck

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Morse and Stud.

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A close-up photograph of the book's binding. The spine is visible on the left, showing a dark, textured material. The edges of the pages are visible on the right, showing a light brown, aged paper color. The binding appears to be a traditional Western style with a visible spine and page edges.