

1 or 2 Decks

IRON OR STEEL STEAMER.

Received at London Office.

State of Report is also sent on the Machinery of the Vessel

Date of completion of Report *Sept 26th 1892*Port of *West Hartlepool*No. *8917* Survey held at *West Hartlepool* Date, First Survey *29th July* Last Survey *23rd Sept 1892*

On the

Steel Steamer

GLENWOOD

Rig

*Schooner*Master *J. J. McKeegan*

Year of appointment

(1) As master in service of
owner of present vessel
(2) As master of this
vessel.

TONNAGE under

1400-91

ONE OR TWO DECKED VESSEL.

Do. of Poop

Do. of Raised Or

Do. of Bridge House

Do. of House on Deck

Do. of excess of Hatchways

Do. of Forecastle

Do. above Crown of

Engine Room

Gross Tonnage

Less Crew Space

Less above Crown of

Engine Room

TONNAGE FOR FEES

Less Engine Room

Less Navigation Spaces

Register Tonnage

as cut on Beam

CLASS

100 A

FEET.

Half Breadth (moulded)

18-43

Depth from upper part of Keel to top of Main Deck Bms.

20-78

Girth of Half Midship Frame (as per Rule)

24-92

1st Number

74-09

Length

268-5

2nd Number

1989

Proportions—Breadths to Length

7-29

Depths to Length—Main Deck to top of Keel

*12-94*Destined Voyage *Danube*

Surveyed while Building, Afloat, or in Dry Dock

LENGTH on Deck	Feet.	Inches.	BREADTH—	Feet.	Inches.	DEPTH—	Feet.	Inches.	Power of	Horse.	No. of Decks with Flat laid
as per Rule	268-5		Moulded	36-84		Top of Floors to Main Deck	17	9	Engines	180	No. of Tiers of Beams

Dimensions of Ship per Register, Length, *270-0* breadth, *37-0* depth, *17-7*.Moulded Depth, ft. *20* ins. *0-0*Round of Beam *9* inches.

FORGINGS AND CASTINGS.

PL. Ribs on Side Plates depth and thickness

EM, moulding and thickness

ERN-POST for Rudder do. do.

for Propeller

MAIN PIECE of Rudder, diameter at head

do. at heel

RUDDER, how constructed

Can the Rudder be unshipped afloat?

FRAMING.

NAME, Angles, *7-1/2* Bases for $\frac{1}{2}$ length amidshipsDo. for $\frac{1}{2}$ at each end

Do. in way of Double Bottoms

Distance of Frames from moulding edge to

moulding edge, all fore and aft

REVERSED FRAME, Angles

FLOORS, depth and thickness of Floor Plate

in way of Engines and Boilers

thickness at the ends of vessel

depth at $\frac{1}{2}$ the half breadth, as per Rule

height extended at the Bilgees

FLOORS & BRACKETS, in Cell Dble Bottoms

Distance apart

CENTRE GIRDER, in Double Bottom, depth

and thickness

Angles, Top *4-4-4-9* Bottom

SIDE GIRDERS, number and thickness

Angles

MARGIN PLATE, depth (exclusive of flange)

and thickness

INNER BOTTOM PLATING, breadth and

thickness of Middle Line Strake

thickness in Engine and Boiler space

Remainder in Holds

BEAMS, Main and Raised Quarter Deck

Angles on Upper Edge

Average space

FAMS, Lower Deck, Single Angle, Bulb

Angle, Plate on Tee Bulb

Angles on Upper Edge

Average space

AMS, Hold, Plate on Tee Bulb

Angles on Upper Edge

Average space

AMS, Lower Deck, Single Angle, Bulb

Angle, Plate on Tee Bulb

Angles on Upper Edge

Average space

AMS, Bridge Deck, Angle, Bulb, Angle

Plate on Tee Bulb

Angles on Upper Edge

Average space

BEAMS, Forecastle Deck, Angle, Bulb, Angle

Plate on Tee Bulb

Angles on Upper Edge

Average space

PILLARS, in 'ween Decks, Size and Spacing

Hold

FRAMES, in Fore Body, No. and Spacing

No. of Side Stringers

WEB FRAMES, in After Body, No. and Spacing

No. of Side Stringers

Size of Angles on Tee Bulbs to Web Frames

BRACKET PLATES to Stringers between

Web Frames, Depth and Thickness

KEELSONS AND STRINGERS.

CENTRAL LINE KEELSON Vertical Plates above

floor, Through Plates, or Intercoastal Plates

Bulb Plates to Intercoastal Keelsons

Horizontal Plates on Floors

Angles

SIDE KEELSON, Angles

Bulb on Plate above floor

Intercoastal Plates

Attached to outside plating with Angle

RICE KEELSON Angles

Bulb on Plate above floor

Intercoastal Plates

Attached to outside plating with Angle

RICE STRINGER Angles

Bulb Plates

Intercoastal Plates

Attached to outside plating with Angle

RICE STRINGER Angles

Bulb on Intercoastal Plates

Main and Raised Quarter Deck Stringer

Plate, on ends of Beams, breadth & thkness

Angle on ditto

Tie Plates fore & aft outside Hatchways

Diagonal Tie Plates on Beam, No. of Pairs

Flat of Dk* Lower Steel for Whole lng.

Wood Material & thickness

How fastened to Beams

Lower Deck Stringer Plate, on ends of

Beams breadth and thickness

Angles on ditto, No.

Tie Plates, outside Hatchways

Flat of Deck, Material and thickness

How fastened to Beams

Hold Stringer Plate, on ends of Beams

Angles on ditto, No.

Roop Deck Stringer Plate breadth & thickness

Angles on ditto

Tie Plates

Flat of Deck, Material and thickness

How fastened to Beams

Forecastle Deck Stringer Plate breadth & thickness

Angles on ditto

Tie Plates

Flat of Deck, Material and thickness

How fastened to Beams

PLATING.

FLAT PLATE KEEL breadth and thickness

Plating on inner and thickness & length

PLATES in Garboard Strakes, brd'th & thickness

From Garboard to last part of Bilgees

State thickness of Plating on way of Double Bottom

Bilgees, on way of Strakes and thickness

Of doubling at Bilge, on inner and thickness

and length applied

from Bilge to edge of Strake

State bilge Strake

Sheerstrake, breadth and thickness

Of doubling at Sheer & lng applied

Roop Sides

Raised Quarter Deck Sides

Bridge Sides

Forecastle Sides

Lengths of Plating

Inches in Ship	Inches in Ship	20ths in Ship	Inches per Rule	Inches per Rule	20ths per Rule
			Or as Approved.	Or as Approved.	Or as Approved.

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Order for Special Survey No. 1530
Date 4th Decr 1892
Builder's Name
No. 1903 in builder's yard
Dares 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
Total No. of Visits 53
State dates and initials of letters respecting this case 1891 Dec. 2. 1892 March 9 April 9 July 26. 29. Ep. 2 9
General Remarks (State quality of workmanship, &c.)
The workmanship is good & the vessel has been constructed in accordance with the plans (6 in no.) attached hereto. One Offings Report is also attached.
Drawings
Brushing Section
Profile
Main Dr. plan
Midship plan
Iron masts
Pumping plan
PARTICULARS FOR RECORD IN THE REGISTER BOOK.—Length of Poop 107 ft., R.Q.D. or Break 107 ft., Bridge Dk. 112 ft., Forecastle 31 ft.
(in feet and tenths) where the Poop is on top of the R.Q.D., or when the Poop or R.Q.D. is joined to the B.D., this should be distinctly stated
Quater deck & Bridge connected.
No. and Material of Decks (if Iron or Steel) and whether wholly or partially covered with wood, and No. of tiers of Beams (this information is to be given as it should appear in the Register Book)
Official No. 98531; Signal Letters MSPD
PARTICULARS OF WATER BALLAST.—
Double bottom, aft, length and water capacity in tons Double bottom, forward, length and water capacity in tons
Double bottom, under engines and boilers, length and water capacity in tons If under Engines only, or Boilers only, state which
Double bottom, constructed on the cellular system, length 224' and water capacity in tons 360
Fore peak tank, water capacity in tons After peak tank, water capacity in tons 38
Midship deep tank, length and water capacity in tons Other tanks, if fitted, length and water capacity in tons
The above have all been tested as required by the Rules.
(If necessary, furnish further information by sketch.)
How are the surfaces preserved from oxidation? Inside Daboy's Cement & Paint Outside Paint
FREEBOARD assigned by the Committee, as per Secretary's
Letter, dated 24th Sept. 92 M.
State if marked on Vessel's sides in accordance with Section 18
In Summer 1 ft. 7 ins.
In Winter 1 ft. 10 1/2 ins.
For Winter in North Atlantic 2 ft. 2 1/2 ins.
Fresh Water above the centre of disc 4 1/2 ins.
But line at To top of Wood, Iron or Steel Upper Deck. See Verification Report
The amount of Entry Fee..... £ 44 : is received by me, 27.9.18 92
Special ... £ 72 : 16 :
Certificate ... £ 76 :
Travelling Expenses, if any £
I am of opinion this Vessel should be Classed 100 A.1
Committee's Minute
Character assigned 100A.1 Steel
Later 15th Dec 1892 Web frames
+ 2m.c. 92 Well deck
F.R.
This vessel appears to have been built in accordance with the Rules and approved plans and it is submitted she is eligible for classed 100A.1 Steel as recommended
100A.1 Steel
1st (Steel) & 2nd frames
Cell D.B. Particulars above
Well deck
F.R.
R
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