

IRON SHIPS.

(Card No 17)

No. 2878 Survey held at Sunderland Date November 20th 1866.
 on the Brigantine "Annie Scott" Master Geo. Smith
 Tonnage under tonnage deck 227.24 Built at Sunderland When built 1866 Launched Sept 27/66
 Ditto of poop 13.42 or spar deck
 Ditto of engine room 4.17 By whom built Wm. Duxford Owners W. C. Scott
 Total Register tonnage 244.84
 Gross Tonnage 244.84 Port belonging to London Destined Voyage Brazil

Surveyed while Building, Afloat, or in Dry Dock Whilst Building

Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth from top of Upper Deck Beam to top of Floor	Feet.	Inches.	Power of Engines	Horse.	Nº. of Decks
<u>110.6</u>	<u>6</u>		<u>23</u>	<u>6</u>		<u>13</u>	<u>4</u>				<u>One</u>
(Dimensions of Ship per Register, length <u>110.6</u> breadth <u>23.55</u> depth <u>13.55</u>)											
Keel, if bar iron, depth and thickness	Inches in Ship.		Inches required per Rule.		Inches required per Rule.		Inches required per Rule.		Plates in Garboard Strakes, breadth and thickness		
Keel, if plate iron, breadth and thickness	<u>7 x 1 3/4</u>		<u>6 1/2 x 2</u>		<u>6 1/2 x 2</u>		<u>6 1/2 x 2</u>		<u>2 1/2 x 5</u>		
Stem, if bar iron, moulding and thickness	<u>7 x 1 3/4</u>		<u>6 1/2 x 2</u>		<u>6 1/2 x 2</u>		<u>6 1/2 x 2</u>		Ditto from Garboard to upper part of Bilges..		
Stem, if plate iron, breadth and thickness	<u>7 x 1 3/4</u>		<u>6 1/2 x 2</u>		<u>6 1/2 x 2</u>		<u>6 1/2 x 2</u>		" from upper part of Bilge to a perpendicular height from upper side of Keel of 3/4ths the entire depth of Hold		
Stern-post, if bar iron, moulding and thickness	<u>7 x 1 3/4</u>		<u>6 1/2 x 2</u>		<u>6 1/2 x 2</u>		<u>6 1/2 x 2</u>		" from 3/4ths depth of Hold to lower edge of Sheerstrake		
Stern-post, if plate iron, breadth and thickness	<u>21</u>		<u>21</u>		<u>21</u>		<u>21</u>		" Sheerstrake, breadth and thickness		
Distance of Frames from moulding edge to moulding edge, all fore and aft	<u>21</u>		<u>21</u>		<u>21</u>		<u>21</u>		Butt Straps to outside plating, breadth and thickness		
Frames, Size of Angle Iron, single or double	<u>3 1/2</u>		<u>2 1/2</u>		<u>6</u>		<u>3</u>		<u>13 1/2</u>		
Reversed Iron, if to every frame	<u>2 1/2</u>		<u>2 1/2</u>		<u>5</u>		<u>2 1/2</u>		<u>9 3/4</u>		
Floors, depth and thickness of Floor Plate at mid line	<u>15</u>		<u>6</u>		<u>15</u>		<u>6</u>		<u>9 1/2</u>		
" Ditto ditto at Bilge Keelson	<u>6 1/2</u>		<u>6</u>		<u>6</u>		<u>6</u>		<u>9 1/2</u>		
" Size of Reversed Angle Iron, and No. single or double at top of Floor Plate	<u>2 1/2</u>		<u>2 1/2</u>		<u>5</u>		<u>2 1/2</u>		<u>9 1/2</u>		
Beams, Deck (Nº. 3/1) double Angle Iron, Plate, Tee, or Bulb Iron	<u>6 1/2</u>		<u>6</u>		<u>5 3/4</u>		<u>6</u>		<u>9 1/2</u>		
" " double or single Angle Iron, on edge	<u>2 1/2</u>		<u>2 1/2</u>		<u>5</u>		<u>2 1/2</u>		<u>9 1/2</u>		
" " average space between	<u>42 in</u>		<u>42</u>		<u>42</u>		<u>42</u>		<u>9 1/2</u>		
" Hold, or Lower Deck (Nº. 15) double Angle, Tee, Plate, or Bulb Iron	<u>6 1/2</u>		<u>6</u>		<u>5 3/4</u>		<u>6</u>		<u>9 1/2</u>		
" " double or single Angle Iron on edge	<u>2 1/2</u>		<u>2 1/2</u>		<u>5</u>		<u>2 1/2</u>		<u>9 1/2</u>		
" " average space between	<u>42</u>		<u>84</u>		<u>42</u>		<u>84</u>		<u>9 1/2</u>		
" Paddle, sided and moulded, thickness of Plate size of Angle Iron	<u>10 1/2</u>		<u>9</u>		<u>10</u>		<u>9</u>		<u>9 1/2</u>		
" Engine " " " " " "	<u>3</u>		<u>3</u>		<u>6</u>		<u>3</u>		<u>9 1/2</u>		
Keelson, single or double plate, box, or intercostal	<u>10 1/2</u>		<u>9</u>		<u>10</u>		<u>9</u>		<u>9 1/2</u>		
" Size of Plates	<u>3</u>		<u>3</u>		<u>6</u>		<u>3</u>		<u>9 1/2</u>		
" Size of Angle Irons	<u>3</u>		<u>3</u>		<u>6</u>		<u>3</u>		<u>9 1/2</u>		
" Side, single or double, plate, box, or intercostal	<u>3</u>		<u>3</u>		<u>6</u>		<u>3</u>		<u>9 1/2</u>		
" Bilge (No. 1) at each Bilge, single, or double, plate, or box	<u>3</u>		<u>3</u>		<u>6</u>		<u>3</u>		<u>9 1/2</u>		

Transoms, material Iron or, if none, in what manner compensated for.

Knight-heads, and Hawse Timbers None

The Frames extend in one length from Keel to Gunwale rivetted through plates with (3/4 in.) rivets, about (6) apart

The reverse angle irons on the floors extend in one length across the middle line from Top of Bilge to Top of Bilge, and on

" " " on the frames " " " from to every 4th frame up to gunwale

Keelson, how are the various lengths of plates or angle irons connected? Butt Straps

Plates, Garboard, double or rivetted to keel, double or at upper edge, with rivets (3/4 ins.) diameter, averaging (2 1/2 ins.) apart.

" Edges from Garboards to upper part of bilge, worked clencher, double or single rivetted; with rivets (3/4 in.) diameter, averaging (2 1/2 ins.) apart.

" Butts from Keel to turn of bilge, worked carvel with butt straps (8 1/4 - 9 1/2 - 10) thick, double or single rivetted; with rivets (3/4 in.) diameter, averaging (2 1/2 ins.) apart.

" Edges from bilge to sheerstrake, worked carvel with a lining piece () thick, or clencher, double or single rivetted; with rivets (3/4 in.) diameter, averaging (2 1/2 ins.) apart.

" Edges of Sheerstrake, double or single rivetted? At upper edge to Gunwale Angle Iron At lower edge Double

" Butts from bilge to planksheers, worked carvel with butt straps () thick, double or single rivetted; with rivets (3/4 in.) diameter, averaging (2 1/2 ins.) apart.

Breadth of laps in double rivetting (4 1/2) Breadth of laps in single rivetting (2 1/2)

Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted?

Planksheer, how secured to the plating of the sides Explain by sketch Gutter Gunwale

Waterway " " planksheer and to the Beams if necessary.

Deck Beams, how secured to the side? Rivetted to Frames & Stringer Plate

Hold or Lower Deck ditto Rivetted to Frames & Stringer Plate

Paddle " " No. of breasthooks Four crutches Three

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

Manufacturer's name or trade mark Frame iron manufact. by C. Dyack & Co. Dundee

We certify that the above is a correct description of the several particulars therein given.

Builder's Signature Wm. Duxford Surveyor's Signature Senhouse Martin

IRON 440-0195

5766 Iron

Workmanship. Are the lands or laps of the clenchwork in all cases in breadth at least five and a half times the diameter of the rivets in double rivetted edges and butts, and at least three and a quarter times the diameter of the rivets where single rivetting is admitted? Yes

Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies? well fitted

Do the fillings between the ribs and plates fill in solid with single pieces? or are they in short lengths of various thicknesses? Solid pieces

Do the holes for rivetting plate to frames, butt straps, or plate to plate, &c., conform well to each other? Yes Generally and are the rivet holes well and sufficiently countersunk in the outer plate? Yes

Are there any rivets which either break into or have been put through the seams or butts of the plating? A few only

Her Masts, Bowsprit, Yards, &c., are in Good condition, and sufficient in size and length. (If they are of Iron or Steel give the 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 rivetting, quality of Materials, and if stamped with Maker's name.)

The lower Masts and Bowsprit are of Iron, same as described in Sketch forwarded with report No. 8856

She has SAILS.		CABLES, &c., tested at					ANCHORS, tested at					
N ^o .		No. on Chain seen by me.	No. and date on Certificate	Fathoms.	Inches.	Tested to. Tons.	N ^o .	No. on Anchor seen by me.	No. and date on Certificate.	Weight. Ex. stock.	Tested to. Tons.	
20	Fore Sails,	Chain	969	969, 18/8.66	90	1 1/6	20 3/8	Bowers	3	1786	1786, 18/7/66	8.2.24 = 10.17.20
21	Fore Top Sails,	Hemp	974	974, 22/8.66	90	1 1/6	20 3/8			1793	1793, 20/7.66	8.1.8 = 10.10.40
22	Fore Topmast Stay Sails,	Stream Cable			75	6 1/2		Stream	1	1796	1796, 20/7.66	7.0.21 = 9.9.14
1	Main Sails,	Hawser Chain			45	5 1/8						2.3.1
1	Main Top Sails,	Towlines			75	4 1/2		Kedges	1			1.2.24
	and others as usual	All of <u>Good</u> quality.										
	Her Standing and Running Rigging	<u>Wire & Hemp</u> sufficient in size and <u>Good</u> in quality.										
	She has	<u>One</u> Long Boat and <u>One</u> other										
	The present state of the Windlass is	<u>from</u> Capstan <u>Winch</u> and Rudder <u>1</u> Pumps <u>2</u> <u>Meters</u> <u>Good</u>										

Order for Special Survey DATES of 1st. On the several parts of the frame, when in place, and before the plating was wrought Built under
 No. 1870 Surveys held 2nd. On the plating during the progress of rivetting Special Survey
 Date 17th June 66 while building 3rd. When the beams were in and fastened, and before the decks were laid from July 24th
 Order for Ordinary Survey as per 4th. When the ship was complete, and before the plating was finally coated 1866 to the
 No. 1870 Section 18. 5th. After the ship was launched present date.
 Date 17th June 66

State if she has a Spar Deck No Poop No or Forecastle No

General Remarks,

She has a Deck house abaft the Main Mast, 26 feet long, about 15 feet broad at the fore end and 14 feet at the after end, running to about 7 feet from the Sternpost, and a raised Deck 2 ft 4 in high from the Deck house to aft which cannot be called a Break as the Main Deck is all one and aft. It appears to be made for the use of Stores &c.

The testing certificates of Anchors and Chain Cables, have been produced, issued from the Sunderland public testing Machine, and signed by Mr. John Thompson

James Sibson

In what manner are the surfaces preserved from oxidation? Inside Red paint & cement
 Ditto ditto Outside Red paint

I am of opinion this Vessel should be Classed A. 1. Seaboard Martindale

The amount of the Fee£ 3 : : : is received by me,

Special£ 12 : 4 : :

Certificate (if required)£ : : : :

Committee's Minute 23rd Nov 66 18 66

Character assigned A 1

This vessel appears eligible for the

A 1 class

22nd Nov 1866

Lloyd's Register Foundation