

# IRON SHIPS.

Rev 20/4/71

No. 11419 Survey held at N Shields Date, First Survey 5<sup>th</sup> Aug 1870 Last Survey 6<sup>th</sup> March 1871  
 On the Screw Steamer "Glenmarina" Master Jas Auggit  
 Tonnage under Tonnage Deck 649.67 ONE, OR TWO DECKED, SPAR, OR AWNING-DECKED VESSELS.  
 Ditto of Third Spar or Awning Deck 49.60 Half moulded breadth 14.0 Total Depth if three or more Decks 16.3  
 Ditto of Poop, or Raised Quarter Deck 38.49 Deck Beams 26.6 Total Girth of Half Mid-ship Frame 26.6  
 Ditto of Houses on Deck 7.54 Girth of Half Midship Frame (as per Rule) 26.6 3rd Number 56.9 Length 207  
 Gross Tonnage 745.30 1st Number 56.9 Length 207  
 Crew Space, as per Rule 34.22 11 380  
 Register Tonnage, as a Steamer, cut on Beam 157.15 2nd Number 11,778 4th Number 11,778  
 Register Tonnage, as a Steamer, cut on Beam 553.93 Depths to Length 14 Breadths to Length 14  
 Built at North Shields  
 When built 1871 Launched Aug 71  
 By whom built J & M Smith  
 Owners Elliott & Loney & Co  
 Port belonging to Newcastle  
 Destined Voyage Mediterranean  
 If Surveyed while Building, Afloat, or in Dry Dock. While building

Length on deck as per Rule, 207 Feet. 0 Inches. Moulded Breadth, 28 Feet. 2 Inches. Depths from top of Floors to Upper and Main Deck Beams, as per Rule 16 Feet. 4 Inches. Horse. 94 No. of Decks with flat laid one No. of Tiers of Beams one  
 Dimensions of Ship per Register, length, 204.4 breadth, 28.2 depth, 14.5  
 Keel, if bar iron, depth and thickness 7 1/2 x 2 1/4 Inches in Ship. Inches required per Rule. 7 1/2 x 2 1/4  
 Do. if centre through plate, depth and thickness 7 x 2 1/4 Inches in Ship. Inches required per Rule. 7 x 2 1/4  
 Stern-post for Rudder do. do. 3 9 x 3 1/2 Inches in Ship. Inches required per Rule. 7 1/2 x 4 1/2  
 Stern-post for Propeller do. do. 22 (Class 90A)  
 Distance of Frames from moulding edge to moulding edge, all fore and aft 22  
 Frames, size of Angle Iron, for 2/3 length amidships Do. for 1/3 at each end 3 1/2 x 3 Inches in Ship. Inches required per Rule. 3 1/2 x 3  
 Reversed Frames, size of Angle Iron 3 1/2 x 3 Inches in Ship. Inches required per Rule. 3 1/2 x 3  
 Floors, depth and thickness of Floor Plate at mid line for half the length amidships 18 Inches in Ship. Inches required per Rule. 18  
 Do. at the ends 6 Inches in Ship. Inches required per Rule. 6  
 Do. do. do. at Bilge Keelson fourth bottom  
 Do. height extended at the Bilges fourth bottom  
 Beams, Upper, Spar, or Awning Deck (No. 1) single or double Angle Iron, Plate or Tee Bulb Iron 3 1/2 x 3 Inches in Ship. Inches required per Rule. 3 1/2 x 3  
 Single or double Angle Iron on Upper edge 3 1/2 x 3 Inches in Ship. Inches required per Rule. 3 1/2 x 3  
 Average space 7 Inches in Ship. Inches required per Rule. 7  
 Beams, Main or Middle Deck (No. 43) single, or double Angle Iron, Plate or Tee Bulb Iron 2 1/2 x 2 1/2 Inches in Ship. Inches required per Rule. 2 1/2 x 2 1/2  
 Single or double Angle Iron on Upper Edge 2 1/2 x 2 1/2 Inches in Ship. Inches required per Rule. 2 1/2 x 2 1/2  
 Average space 5 Inches in Ship. Inches required per Rule. 5  
 Beams, Lower Deck, Hold or Orlop (No. 1) single or double Angle Iron, Plate or Tee Bulb Iron 4 1/2 x 3 7/16 Inches in Ship. Inches required per Rule. 4 1/2 x 3 7/16  
 Single or double Angle Iron on Upper Edge 4 1/2 x 3 7/16 Inches in Ship. Inches required per Rule. 4 1/2 x 3 7/16  
 Average space 3 Inches in Ship. Inches required per Rule. 3  
 Keelson Centre line, single or double plate, bar, or Intercoastal, size of Plates 36 Inches in Ship. Inches required per Rule. 22 1/2  
 Do. Bulb Plate to Intercoastal Keelson 18 Inches in Ship. Inches required per Rule. 7  
 Do. Size of Angle Irons 4 1/2 x 3 Inches in Ship. Inches required per Rule. 4 1/2 x 3  
 Do. Side Intercoastal Keelson, size of Plates 4 1/2 x 3 Inches in Ship. Inches required per Rule. 4 1/2 x 3  
 Do. Angle Irons on tops of Floors 4 1/2 x 3 Inches in Ship. Inches required per Rule. 4 1/2 x 3  
 Do. Bilge Keelson, Bulb Iron 4 1/2 x 3 Inches in Ship. Inches required per Rule. 4 1/2 x 3  
 Do. do. Intercoastal plates riveted to plating for length 4 1/2 x 3 Inches in Ship. Inches required per Rule. 4 1/2 x 3  
 Do. do. Angle Irons 4 1/2 x 3 Inches in Ship. Inches required per Rule. 4 1/2 x 3  
 Side Stringers (No. one) size of Angle Irons 4 1/2 x 3 Inches in Ship. Inches required per Rule. 4 1/2 x 3  
 Do. Intercoastal plates riveted to plating for length 4 1/2 x 3 Inches in Ship. Inches required per Rule. 4 1/2 x 3  
 Transoms, material iron or, if none, in what manner compensated for.  
 Knight-heads iron Hawse Timbers iron  
 Windlass iron Pall Bitt iron  
 The Frames extend in one length from keel to funnel Riveted through plates with ( 3/4 in.) Rivets, about 6 apart.  
 The Reverse Angle Irons on the floors and frames extend across the middle line from bilge to bilge and to funnel alternately  
 Keelsons. Are the various lengths of Plates and Angle Irons properly connected? yes And are their butts properly shifted? yes  
 Plates, Garboard, double no Riveted to Keel, double no at upper edge, with Rivets ( 1/2 in.) diameter, averaging ( 4 1/2 ins.) from centre to centre.  
 Do. Edges from Garboards to upper part of Bilge, worked Clencher, double no Riveted; with Rivets ( 3/4 in.) diameter, averaging ( 3 ins.) from centre to centre.  
 Do. Butts from Keel to turn of Bilge, worked carvel with butt straps to strakes ( 2 1/8 ) thick, double no Riveted; with Rivets ( 3/4 in.) diameter averaging ( 3 ins.) from centre to centre. Do the Butt Straps lay over and Rivet through the lands of the strakes above or below? no  
 Do. of 2 Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 2 1/8 thicker than their plates.  
 Do. Edges from bilge to Main Sheerstrake, worked carvel with a lining piece ( 2 1/8 ) thick, or clencher, double no or single riveted; with rivets ( 3/4 in.) diameter, averaging ( 3 ins.) from centre to centre.  
 Do. Edges of Sheerstrake, Main, double no or single Riveted. Upper, double or single Riveted. At upper edge single At lower edge double  
 Do. Butts from Bilge to Main Sheerstrake, worked Carvel with Butt Straps ( 7/16 ) thick, double no Riveted; with Rivets ( 3/4 in.) diameter, averaging ( 3 ins.) from centre to centre.  
 Do. Butts of Main Sheerstrake, double or treble Riveted. Butts of Upper no Spar Sheerstrake, and Upper Deck Stringer Plate, double no or treble Riveted for 1/2 length amidships. Breadth of laps of plating in double Riveting ( 4 1/2 ) Breadth of laps of plating in single Riveting ( 2 1/2 )  
 Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? double riveted  
 Planksheer, how secured to the plating of the sides. Waterway, how secured to the planksheer and to the Beams. (Explain by Sketch, if necessary.)  
 Beams of the various Decks, how secured to the sides? Between double frames No. of Breasthooks, four Crutches, three  
 What description of Iron is used for the Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Angle iron & Malleable cast iron  
 Manufacturer's name or trade mark, Angle iron & Malleable cast iron  
 We certify that the above is a correct description of the several particulars therein given.  
 Builder's Signature, for the M. Smith Surveyor's Signature, J. Auggit

IRON 448-0287



Workmanship. Are the butts of plating planed or otherwise fitted? Planed 8936 Iron  
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  
Do the fillings between the ribs and plates fill in solid with single pieces? or are they in short lengths of various thicknesses? Solid single pieces  
Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? Yes and are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? Yes  
Are there any rivets which either break into or have been put through the seams or butts of the plating? Very few

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 riveting, quality of Materials, and if stamped with Maker's name.

State also Length and Diameter of Lower Masts and Bowsprit Foremast 61' x 17" Mainmast 59' x 17"

Number for equipment		Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	N <sup>o</sup> .	Weight. Ex. Stock.	Test as per Certificate.	Wt req'd per Rule.	Test req'd per Rule.
SAILES.				Tons								
N <sup>o</sup> .	CABLES, &c.											
Fore Sails,	Chain .....	270	1 3/8	34	1 3/8	34	Bowers ....	1	17.0.10	18.7.3.7	16.3.0	18.0.2.14
Fore Top Sails,	(State Machine where Tested, and name of Superintendent).						(State Machine where Tested, and name of Superintendent).	1	16.3.0	18.0.2.14	16.3.0	18.0.2.14
Fore Topmast Stay Sails	Hempen Stream Cable	90	8				Stream ....	1	14.3.21	16.10.0.0	14.0.27	16.17.0.0
Main Sails,	Hawser .....	75	7/8				Kedges ....	1	7.1.21		7.0.0	
Main Top Sails,	Towlines ....								3.2.14		3.2.0	
and	Warp .....	90	5						1.3.14		1.3.0	
	All of <u>good</u> quality.											

Her Standing and Running Rigging of one half sufficient in size and good in quality. She has Philips Long Boat and three others  
The present state of the Windlass is new Capstan new and Rudder good Pumps two bench (half-port)

Engine Room Skylights.—How constructed? Iron couplings How secured in ordinary weather? solid shutters, thick glass

What arrangements are there for deadlights in such for bad weather? Solid shutters and bulls' eyes

Coal Bunker Openings.—How constructed? Iron pipes How are lids secured? locks How high above deck? 2 inches

Scuppers, &c. What arrangements are there beyond the scuppers on deck, for clearing upper deck of water, in case of a sea coming on board? Eight ports on each side

Cargo Hatchways.—How formed? Iron couplings 30' above deck State size 15' x 9' 19' x 9' 5'

If of extraordinary size, state how framed and secured? Ordinary eye

What arrangement for shifting beams? Two iron fore castles in each hatch

Hatches, themselves, whether strong and efficient? Yes Main Hatchways.—State size 19' x 9' 5'

Order for Special Survey No. 779 DATES of 1st. On the several parts of the frame, when in place, and before the plating was wrought  
Date 13 July 1870 Surveys held 2nd. On the plating during the progress of riveting  
Order for Ordinary Survey No. — while building 3rd. When the beams were in and fastened, and before the decks were laid  
Date — as per 4th. When the ship was complete, and before the plating was finally coated or cemented  
No. 46 in builder's yard. Section 18. 5th. After the ship was launched and equipped

#### General Remarks,

This vessel has a double bottom in the fore and after ends of the united length of 130 ft. The bottom plates are 5/16 thick. The flanged plates at ends are carried fore and aft continuously, secured on inside plating with angle iron 3x3x7/16, and with longitudinal angle iron on inside edge of the same eye

Pooh 30 ft long. Forecastle 32 ft long

This vessel has one deck. The united length of inner bottom is 130 ft, but the thickness of the flanged plates is not in conformity with the requirements of the Rules.

State if one, two or three decked vessel, or if spar or awning decked, and lengths of poop, forecastle or raised quarter deck, or of double or part double bottom.

In what manner are the surfaces preserved from oxidation? Inside Portland Cement Outside Paint

I am of opinion this Vessel should be Classed +90 A

The amount of the Entry Fee .....£ 5: .. is received by me,

Special .....£ 35: 11: ..

Certificate .... ..

(Travelling Expenses)  
(if any) £ ..

Committee's Minute 21<sup>st</sup> April 1871

Character assigned GO

MC 8/5/71

This Steam Ship is in accordance with the Regulations for Classification as recommended above and to be entered in the Register of the Foundation