

IRON SHIPS.

Rev 4/8/72

No. 3441 Survey held at Glasgow

Date, First Survey 23rd June 1871 Last Survey 20th Feb'y 1872

1872

On the S. S. Parnassus

Master A. G. Froud

Tonnage under Tonnage Deck	1633.96	ONE, OR TWO DECKED, SPAR, OR AWNING-DECKED VESSELS.	THREE DECKED VESSELS.	Built at Glasgow
Ditto of Third Spar, or Awning Deck		Half moulded breadth 16.9	Total Depth if three or more Decks 26.0	When built 1871 Launched 23 rd Dec 1871
Ditto of Poop, or Raised Or. Dh.		Depth from upper part of Keel to top of Upper Deck Beams 19.0	Total Girth of Half Mid-ship Frame 38.2	By whom built London & Glasgow Co. Limited
Ditto of Houses on Deck	12.88	Girth of Half Midship Frame (as per Rule) 31.2	3rd Number 81.1	Owners C. Williamson
Ditto of Forecastle		1st Number 67.1	Length 278.5	Port belonging to Leith
Gross Tonnage	1636.84	2nd Number 18687	4th Number 22885	Destined Voyage China
Crew Space, as per Rule	44.79	Length 278.5	Breadths to Length 8.3	If Surveyed while Building, Afloat, or in Dry Dock.
Register Tonnage, as a Steam Ship, cut on Beam	533.49	Depths to Length 11.6 x 16.3		

Length on deck as per Rule, 278 5 Moulded Breadth, 33 6 Depths from top of Floors to Upper and Main Deck Beams, as per Rule 24 3 Power of Engines, 200 Horse. N^o. of Decks with flat laid Two N^o. of Tiers of Beams Three

Dimensions of Ship per Register, length 281.3 breadth, 34 depth, 23.8

	Inches in Ship.	Inches required per Rule.		Inches in Ship.	Inches required per Rule.
Keel, if bar iron, depth and thickness	9 1/2 x 2 1/2	9 1/2 x 2 1/2	Flat Keel Plates, breadth and thickness	38	36
Do. if centre through plate, depth and thickness	9 1/2 x 2 1/2	8 1/2 x 2 1/2	Plates in Garboard Strakes, breadth and thickness	38	36
Stem, if bar iron, moulding and thickness	9 x 5	8 1/2 x 5	Do. from Garboard to upper part of Bilges	38	36
Stern-post for Rudder do. do.	24	(Class 100A)	Do. of doubling at Bilge, or increased thickness, and length applied	38	36
Stern-post for Propeller	24	(Class 100A)	Do. fm up. part of Bilge to l. edge of Sh'rstrake	37	36
Distance of Frames from moulding edge to moulding edge, all fore and aft	24	(Class 100A)	Do. Main Sheerstrake, breadth and thickness	37	36
Frames, size of Angle Iron, for 1/2 length amidships	4 3 7/16	4 3 7/16	Do. of d'bling at Sh'rstrake, & length applied	37	36
Do. for 1/4 at each end	4 3 7/16	4 3 7/16	Do. from Mn. to Up. or Spar Dk. Sh'rstrake.	30	29
Reversed Frames, size of Angle Iron	3 3 7/16	3 3 7/16	Do. Up. or Spar Dk Sh'rstrake, brdth & thickness	30	29
Floors, depth and thickness of Floor Plate at mid line for half the length amidships	24 x 10/16	23 3/4 10/16	Butt Straps to outside plating, breadth & thickness	16 3/4 6 10 x 4 1/16 7/16	
Do. at the ends	9 1/16 8/16	9 1/16 8/16	Lengths of Plating	12 feet	10 feet
Do. do. at Bilge Keelson	9 1/16 8/16	9 1/16 8/16	Shifts of Plating, and Stringers	6 feet	5 feet
Do. height extended at the Bilges	Twice	Twice	Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness	46 8/16	46 8/16
Beams, Upper, Spar, or Awning Deck (No.)	6 1/2 x 6/16	6 1/2 x 6/16	Angle Iron on ditto	3 1/2 x 3 1/2 x 7/16	3 1/2 x 3 1/2 x 7/16
single or double Angle Iron, Plate or Tee Bulb Iron	2 1/4 2 1/4 5/16	2 1/4 2 1/4 5/16	Tie Plates (fore and aft), outside Hatchways	15 8/16	15 8/16
Single or double Angle Iron on Upper edge	48 ins	48 ins	Diagonal Tie Plates on Beams (No. of Pairs, 5)	15 8/16	15 8/16
Average space	8 x 8/16	8 x 8/16	Planksheer material and scantling	Gutter Waterway	
Beams, Main or Middle Deck (No.)	8 x 8/16	8 x 8/16	Waterways do. do.	4	4
single or double Angle Iron, Plate or Tee Bulb Iron	3 3 6/16	3 3 6/16	Flat of Upper Deck do. do.	4	4
Single or double Angle Iron, on Upper Edge	about 16 ft	about 16 ft	How fastened to Beams	Not and Strakes	
Average space	as per section approved about 16 feet apart	as per section approved about 16 feet apart	Stringer Plate on ends of Main or Middle Deck	40 10/16	40 10/16
Keelson Centre line, single or double plate, box, or Intercoastal, size of Plates	17 x 13/16	17 x 13/16	Beams, breadth and thickness	40 10/16	40 10/16
Do. Bulb Plate to Intercoastal Keelson	6 4 9/16	6 4 9/16	(Is the Stringer Plate attached to the outside plating?)	Yes	Yes
Do. Size of Angle Irons	5 4 9/16	5 4 9/16	Angle Irons on ditto (No. 2)	4 x 4 x 9/16	4 x 4 x 9/16
Do. Side Intercoastal Keelson, size of Plates	8 x 8/16	8 x 8/16	Tie Plates, outside Hatchways	Iron Deck	Iron Deck
Do. Angle Irons on tops of Floors	5 4 9/16	5 4 9/16	Diagonal Tie Plates on Beams (No. of pairs, 6)	6/16 thick	6/16 thick
Do. Bilge Keelson, Bulb Iron	5 4 9/16	5 4 9/16	Waterways materials and scantlings	Iron 6/16	Iron 6/16
Do. do. Intercoastal plates riveted to plating for length	5 4 9/16	5 4 9/16	Flat of Middle Deck do. do.	Riveted	Riveted
Do. do. Angle Irons	5 4 9/16	5 4 9/16	How fastened to Beams	34 9/16	34 9/16
Side Stringers (No. 1) size of Angle Irons	5 4 9/16	5 4 9/16	Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	34 9/16	34 9/16
Do. Intercoastal plates riveted to plating for length	5 4 9/16	5 4 9/16	(Is the Stringer Plate attached to the outside plating?)	Yes	Yes

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

Knight-heads Iron Hawse Timbers Iron

Windlass Napier's Patent Pall Bitt

The Frames extend in one length from Centre Line to Upper Deck

Riveted through plates with (3/4 in.) Rivets, about 6 apart.

The Reverse Angle Irons on the floors and frames extend from the middle line

to Main and to Upper Deck alternately

Keelsons. Are the various lengths of Plates and Angle Irons properly connected? Yes

And are their butts properly shifted? Yes

Plates, Garboard, double Riveted to Keel, double at upper edge, with Rivets (7/8 in.) diameter, averaging (4 ins.) from centre to centre.

Do. Edges from Garboards to upper part of Bilge, worked Clencher, double Riveted; with Rivets (7/8 in.) diameter, averaging (4 ins.) from centre to centre.

Do. Butts from Keel to turn of Bilge, worked carvel with butt straps to strakes (1/16 thick, double Riveted; with Rivets (7/8 in.) diameter averaging (4 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 3 Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 1/16 thicker than their plates.

Do. Edges from bilge to Main Sheerstrake, worked carvel with a clencher, double Riveted; with rivets (7/8 in.) diameter, averaging (4 ins.) from centre to centre.

Do. Edges of Sheerstrake, Main, double or single Riveted. Upper, double or single Riveted. At upper edge Double At lower edge Double

Do. Butts from Bilge to Main Sheerstrake, worked Carvel with Butt Straps (10/16) thick, double Riveted; with Rivets (3/4 in.) diameter, averaging (3 1/2 ins.) from centre to centre.

Do. Butts of Main Sheerstrake, double Riveted. Butts of Upper or Spar Sheerstrake, and Upper Deck Stringer Plate, double and treble Riveted for 1/2 length amidships. Breadth of laps of plating in double Riveting (6 times) Breadth of laps of plating in single Riveting (3 1/2 times)

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Treble and Double

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? Ribs riveted to Frames No. of Breasthooks, Five Crutches, Five

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

Manufacturer's name or trade mark, Plates - Fox Head & Co. - Angles Govan Iron Works - Bulbs Clifton Iron Works

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

Builder's Signature, The London & Glasgow Iron Works Surveyor's Signature, J. Kelly

24/2/71.

120450-0307

Workmanship. Are the butts of plating planed or otherwise fitted? 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? Yes
Do the fillings between the ribs and plates fill in solid with single pieces? or are they in short lengths of various thicknesses? One Piece
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? A 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~~ Schooner Rigged Iron Masts, diam at Partners 25 ins

9859 Iron

Tested at Newcastle
4th Oct 1871 by Rott, Bunnell

Tested at Newcastle 4th June 1872
by Rott Bunnell

Number for equipment <u>22585</u>		Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	N ^o .	Weight. Ex. Stock.	Test as per Certificate.	W't req'd per Rule.	Test req'd per Rule.	
N ^o .	SAILS.	CABLES, &c.	150	1 1/16	37.4	1 1/16	51 1/4	10137	28.3.16	27.16.0.7	27 3/4	26 9/10	
	Fore Sails,	Chain	150	1 1/16	51.4			Bowers	10138	28.2.24	27.13.1.14	27 3/4	26 9/10
<i>One</i>	Fore Top Sails,	(State Machine where Tested, and name of Superintendent).						(State Machine where Tested, and name of Superintendent).	10139	24.1.1	24.1.3.14	23.2.10	23 1/20
<i>New</i>	Fore Topmast Stay Sails	Hemp Stream Cable <i>Iron</i>	90	1 1/16		1 1/16 or 11		Stream	10140	10.3.22	10.18.3.0	11	
<i>Swit</i>	Main Sails,	Hawser	90	10 1/2		10 1/2		Kedges		5.1.14		5 1/2	
	Main Top Sails,	Towlines ...	90	6 1/2		6 1/2				2.2.20		2 3/4	
and		Warp	60	4 1/2									
		All of <i>good</i> quality.											

Her Standing and Running Rigging Wire & Hemp sufficient in size and good in quality. She has Three ~~Boats~~ Boats and Two ~~Boats~~ Boats fitted as Life ~~Boats~~ Boats.
The present state of the Windlass is Good Capstan Good and Rudder Good Pumps Good and Efficient

Engine Room Skylights.—How constructed? of Iron, side lights of glass How secured in ordinary weather? By Bars inside
What arrangements are there for deadlights in such for bad weather? Varpaulings

Coal Bunker Openings.—How constructed? Iron Castings How are lids secured? Locking Pins How high above deck? 5 ins

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? Flush Deck

Cargo Hatchways.—How formed? Plate and Angle Irons State size Fore 20x8 feet
If of extraordinary size, state how framed and secured? after 9x8 and 20x9 feet

What arrangement for shifting beams? In fore hatch one shifting beam and through bulkhead
In main hatch two shifting beams — In after hatch two shifting beams

Hatches, themselves, whether strong and efficient? Yes. Main Hatchways.—State size 24x10

Order for Special Survey No. 465 DATES of 1st. On the several parts of the frame, when in place, and before the plating was wrought Under Special
Date June 5th 1871 Surveys held 2nd. On the plating during the progress of riveting Survey from 23rd June 1871 to
Order for Ordinary Survey No. 158 while building 3rd. When the beams were in and fastened, and before the decks were laid 20th Feb 1872
Date June 5th 1871 as per 4th. When the ship was complete, and before the plating was finally coated or cemented
No. 158 in builder's yard. Section 18. 5th. After the ship was launched and equipped

General Remarks,

This vessel has been built in accordance with the Rules and appended approved Sketch of Midship Section with a view to be classed 100 A.

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

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

I am of opinion this Vessel should be Classed *100 A 1 — 3 decks.

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

Special£ 65 : 12 : "

Certificate Ready

(Travelling Expenses)
(if any) £ —

Committee's Minute 5th March 1872

Character assigned 100 A 1

Sam. Lathorn

I concur in the opinion that this vessel should be classed 100 A 1.

3 decks — 28.2.22
4/13/72
Lloyd's Register Foundation