

IRON SHIP.

Rev 16/3/96

Survey held at Port Glasgow Date, First Survey 5 August 1875 Last Survey 13 March 1876

Ship Barque "Anglo Norman" Master Alex^r Davidson

AGE under 10 years 454.99 ONE OR TWO DECKED, THREE DECKED VESSEL.
 of Third, Spar, 16.12 SPAR, OR AWNING DECKED VESSEL.
 of Poop, 66.98 HALF BREADTH (moulded)... 16. Feet.
 of Houses 16.12 DEPTH from upper part of Keel to top of Upper Deck Beams 20.9
 on Deck 25.99 GIRTH of Half Midship Frame (as per Rule) 32.05
 to of Forecastle 25.99 1st NUMBER 68.95
 Tonnage 864.03 2nd NUMBER 12.293
 as Space 42.21 LENGTH 107.
 as Engine Room 221.82 PROPORTIONS—Breadths to Length 5.84
 gister Tonnage 864.03 Depths to Length—Upper Deck to Keel 18.94
 as out on Beam 864.03 Main Deck ditto 18.94

PLANS

Built at Port Glasgow
 When built 1875 Launched 29 Jan 76
 By whom built Russell & Co
 Owners Thos Cook & Co
 Port belonging to London
 Destined Voyage Sydney
 If Surveyed while Building, Afloat, or in Dry Dock.

LENGTH 107.0 Feet. (Inches.) BREADTH 32.2 Feet. (Inches.) DEPTH 19.45 top of Floors to Upper Deck Beams. Feet. (Inches.) Power of Engines 1 Horse. No. of Decks with flat laid Two No. of Tiers of Beams Two

Dimensions of Ship per Register, length, 192.4 breadth, 32.2 depth, 18.9

	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.
KEEL, depth and thickness	8x2 3/8	8x2 3/8	8x2 3/8	8x2 3/8	8x2 3/8	8x2 3/8	8x2 3/8	8x2 3/8
KEEL, moulding and thickness	4x2 3/8	4x2 3/8	4x2 3/8	4x2 3/8	4x2 3/8	4x2 3/8	4x2 3/8	4x2 3/8
KEEL-POST for Rudder do. do.	4x2 3/8	4x2 3/8	4x2 3/8	4x2 3/8	4x2 3/8	4x2 3/8	4x2 3/8	4x2 3/8
Distance of Frames from moulding edge to moulding edge, all fore and aft	22	22	22	22	22	22	22	22
FRAMES, Angle Iron, for 1/2 length amidships	4x3 1/2	4x3 1/2	4x3 1/2	4x3 1/2	4x3 1/2	4x3 1/2	4x3 1/2	4x3 1/2
Do. for 1/4 at each end	4x3 1/2	4x3 1/2	4x3 1/2	4x3 1/2	4x3 1/2	4x3 1/2	4x3 1/2	4x3 1/2
REVERSED FRAMES, Angle Iron	4x3 1/2	4x3 1/2	4x3 1/2	4x3 1/2	4x3 1/2	4x3 1/2	4x3 1/2	4x3 1/2
FLOORS, depth and thickness of Floor Plate	21	21	21	21	21	21	21	21
at mid line for half length amidships	11	11	11	11	11	11	11	11
thickness at the ends of vessel	46	46	46	46	46	46	46	46
depth at 1/2 the half-bdth. as per Rule	46	46	46	46	46	46	46	46
height extended at the Bilges	46	46	46	46	46	46	46	46
BEAMS, Upper, Spar, or Awning Deck	4x3 1/2	4x3 1/2	4x3 1/2	4x3 1/2	4x3 1/2	4x3 1/2	4x3 1/2	4x3 1/2
Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron	4x3 1/2	4x3 1/2	4x3 1/2	4x3 1/2	4x3 1/2	4x3 1/2	4x3 1/2	4x3 1/2
Angle or double Angle Iron on Upper edge	4x3 1/2	4x3 1/2	4x3 1/2	4x3 1/2	4x3 1/2	4x3 1/2	4x3 1/2	4x3 1/2
Average space	44	44	44	44	44	44	44	44
BEAMS, Main, or Middle Deck	4x3 1/2	4x3 1/2	4x3 1/2	4x3 1/2	4x3 1/2	4x3 1/2	4x3 1/2	4x3 1/2
Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron	4x3 1/2	4x3 1/2	4x3 1/2	4x3 1/2	4x3 1/2	4x3 1/2	4x3 1/2	4x3 1/2
Angle or double Angle Iron on Upper edge	4x3 1/2	4x3 1/2	4x3 1/2	4x3 1/2	4x3 1/2	4x3 1/2	4x3 1/2	4x3 1/2
Average space	44	44	44	44	44	44	44	44
BEAMS, Lower Deck, Hold, or Orlop	4x3 1/2	4x3 1/2	4x3 1/2	4x3 1/2	4x3 1/2	4x3 1/2	4x3 1/2	4x3 1/2
Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron	4x3 1/2	4x3 1/2	4x3 1/2	4x3 1/2	4x3 1/2	4x3 1/2	4x3 1/2	4x3 1/2
Angle or double Angle Iron on Upper edge	4x3 1/2	4x3 1/2	4x3 1/2	4x3 1/2	4x3 1/2	4x3 1/2	4x3 1/2	4x3 1/2
Average space	44	44	44	44	44	44	44	44
KEELSONS Centre line, single or double plate,	13	13	13	13	13	13	13	13
do. Intercoastal, Plates	9 3/4	9 3/4	9 3/4	9 3/4	9 3/4	9 3/4	9 3/4	9 3/4
" Rider Plate	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2
" Bulb Plate to Intercoastal Keelson	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2
" Angle Irons	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2
" Double Angle Iron Side Keelson	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2
" Side Intercoastal Plate	6	6	6	6	6	6	6	6
" do. Angle Irons	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2
" Attached to outside plating with angle iron	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2
BILGE Angle Irons	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2
" do. Bulb Iron	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2
" do. Intercoastal plates riveted to plating for length	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2
BILGE STRINGER Angle Irons	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2
Intercoastal plates riveted to plating for length	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2
SIDE STRINGER Angle Irons	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2
Transoms, material. Knight-heads. Hawse Timbers.	Iron	Iron	Iron	Iron	Iron	Iron	Iron	Iron
Windlass	Iron Patent	Iron Patent	Iron Patent	Iron Patent	Iron Patent	Iron Patent	Iron Patent	Iron Patent
Pall Bitt	Iron	Iron	Iron	Iron	Iron	Iron	Iron	Iron

Is the Stringer Plate attached to the outside plating? yes

Angle Irons on ditto, No. 1 4x3 1/2

Tie Plates, outside Hatchways 10

Diagonal Tie Plates on Beams, No. of pairs 2

Waterways materials and scantlings 4x3 1/2

Flat of Upper Deck do. do. 5 1/2 x 3

How fastened to Beams Double Plates

Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness 36

Is the Stringer Plate attached to the outside plating? yes

Angle Irons on ditto, No. 2 4x3 1/2

Stringer or Tie Plates, outside Hatchways 10

Flat of Lower Deck 5 1/2 x 3

Ceiling betwixt Decks, thickness and material 2 1/2

in hold do. do. 2 1/2

Main piece of Rudder, diameter at head 4 3/4

do. at heel 2 1/4

Can the Rudder be unshipped afloat? yes

Bulkheads No. 1 Thickness of 6 1/2

Height up to Main Deck

How secured to sides of ship Double Frames

Size of Vertical Angle Irons 3x3 1/2 and distance apart 30 ins.

Are the outside Plates doubled two spaces of Frames in length? yes

The FRAMES extend in one length from Keel to Gunnwale Riveted through plates with 3/4 in. Rivets, about 6 apart.

The REVERSED ANGLE IRONS on floors and frames extend from middle line to along side stringer and to Main Deck alternately

KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? yes And butts properly shifted? yes

PLATING. Garboard, double riveted to Keel, with rivets 1 1/2 in. diameter, averaging 5 1/2 ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 1 1/2 in. diameter, averaging 5 1/2 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 1 1/2 in. diameter averaging 5 1/2 ins. from centre to centre.

Butts of two Strakes at Bilge for half length, treble riveted with Butt Straps 1 1/2 thicker than the plates they connect.

Edges from bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 3/4 in. diameter, averaging 3 1/4 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 3 1/4 ins. from cr. to cr.

Edges of Main Sheerstrake, double or single riveted. Upper Sheerstrake, double or single riveted.

Butts of Main Sheerstrake, treble riveted for half length amidships. Butts of Upper or Spar Sheerstrake, treble riveted 1 length amidships.

Butts of Main Stringer Plate, treble riveted for 1/2 length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for 1 length.

Breadth of laps of plating in double riveting 4 1/2 Breadth of laps of plating in single riveting 4 1/2

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

Waterway, how secured to Beams Iron Gutter (Explain by Sketch, if necessary.)

Beams of the various Decks, how secured to the sides? Welded knee plates No. of Breasthooks, 5 Crutches, 14

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

Manufacturer's name or trade mark, 2 Beams, Lochhead & Co. and Co. plates

The above is a correct description.

Builder's Signature, Russell & Co

Surveyor's Signature, James Buchanan

Surveyor to Lloyd's Register of British and Foreign Shipping.

Workmanship.

Are the butts of plating planed or planed 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
 Are the fillings between the ribs and plates solid single pieces? yes
 Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? yes
 Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? yes
 Do any rivets break into or through the seams or butts of the plating? very few

15863 Iron

Masts, Bowsprit, Yards, &c., are Iron & wood in good condition, and sufficient in size and length. If of Iron or Steel give 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 Fore Mast 7 1/2" dia 26" Main 7 1/2" dia 26" Mizen 7 1/2" dia 17"
Fore Mast made in three plates 5/16 to 1/4" edges single riveted with double & treble in way of wedging straps to thicker fitted outside 3 Angle Irons in each 3 1/2 x 3 x 7/16
Mizen Mast Oregon Pine
Bowsprit in three plates 1/16 to 1/4" edges single riveted with double & treble in way of wedging straps 1/16 thicker fitted outside, three angle Irons 3 1/2 x 3 x 7/16

NUMBER for EQUIPMENT

N ^o .	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Length & Size req'd per Rule.	Test req'd per Rule.	ANCHORS.	N ^o .	Weight, Ex. Stock.	Test per Certificate.	Weight req'd per Rule.	Test req'd per Rule.
2	Fore Sails,	Chain	240	1 1/2	47 1/2 x 66 1/2	240 ft	47 1/2 x 66 1/2	Bowers	237	25.3.3	25.10.1.0	25.2.0	25.2.0
2	Fore Top Sails,	Stetherton proving house				29 Jan 1876			238	25.1.1	24.19.2.0		
1	Fore Topmast Stay Sails	D. G. Lewis pro Superintendent							239	22.0.18	22.10.1.0	21.2.20	22.2.0
1	Main Sails,	Hawser ...	90	1 1/2	14/16			Stream	1	10.1.12		10.2.0	
2	Main Top Sails,	Towlines ...	90	1 1/2	8			Kedges	1	5.1.19		5.1.0	
		Warp ...	90	5	5					2.2.15		2.3.0	

and others as quality good
 Standing and Running Rigging wire & Hambro sufficient in size and good in quality. She has One Long Boat and One Life Boat

The Windlass is Harfield's patent 2 Capstans and Rudder d 2 Pumps efficient
 Engine Room Skylights. How constructed? ✓ How secured in ordinary weather? ✓

What arrangements for deadlights in bad weather? ✓ How are lids secured? ✓ Height above deck? ✓

Coal Bunker Openings. How constructed? ✓ How are lids secured? ✓ Height above deck? ✓

Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? 3 Side Ports on each side

Cargo Hatchways. How formed? Iron Comings

State size Main Hatch 15' x 10' Fore hatch 7 x 6' Quarter hatch 7 x 6'

If of extraordinary size, state how framed and secured? ✓

What arrangement for shifting beams? One Sliding Beam in main Hatch

Hatches, If strong and efficient? yes

Order for Special Survey No. 36 30 July 1875
 Order for Ordinary Survey No. ✓
 No. 4 in builder's yard.

DATES 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 Built under S.P. and surveyed 1875 August 5-10
 2nd. On the plating during the process of riveting Sept 28 October 1. 6. 8. 15. 13 22. 27. 30 Nov 2-7
 3rd. When the beams were in and fastened, and before the decks were laid... 12. 23. 25. 30 December 7. 13. 19. 23. 29. 1876
 4th. When the ship was complete, and before the plating was finally coated or cemented... January 11. 14. 25. 28. 29. February 4. 9. 16. 25
 5th. After the ship was launched and equipped March 2. 7. 13

General Remarks (State quality of workmanship, &c.) This vessel is built in conformity with the rules and the Indulgence Section herewith appended the workman ship and materials of the best description.

Fore & Main Lower Yard 70 ft long 14" dia in 2 plates 5-16 x 3-16 edges single riveted with capped and treble riveted with two angle Irons in each 2 1/2 x 2 x 4 1/16 and plates doubled in way of shins &c.

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

How are the surfaces preserved from oxidation? Inside Portland Cement to above bilges and Red Lead below Outside Red Lead paint & Davidson's Patent Composition on bottom

I am of opinion this Vessel should be Classed 100 A1

The amount of the Entry Fee ... £ 5 : 0 : 0 is received by me, Edmund Bonchman
 Special ... £ 41 : 1 : 0 10 March 1876
 Certificate ... £ 0 : 0 : 0

(Travelling Expenses, if any, £ 246.1.0)

Committee's Minute 14th March 1876

Character assigned 100 A1

This vessel appears eligible to be classed as recommended by Lloyd's Register 20th March 1876