

IRON SHIP.

No. 4036 Survey held at Dundee Date, First Survey 28th Sept 76 Last Survey 16th May 1877
On the S.S. "Britannia" Master Wm. Speedy

GE under Deck	789.95	ONE, OR TWO DECKED, THREE DECKED VESSEL.
Spar, Deck		SPAR, OR AWNING-DECKED VESSEL.
DEPTH	91.82	HALF BREADTH (moulded) 14.4
GIRTH of Half Midship Frame (as per Rule)	24.30	DEPTH from upper part of Keel to top of Upper Deck Beams 18.3
1st NUMBER	31.67	1st NUMBER 61.3
1st NUMBER, if a THREE-DECKED VESSEL	937.74	1st NUMBER, if a THREE-DECKED VESSEL [deduct 7 feet
2nd NUMBER	43.65	2nd NUMBER 15539.5
PROPORTIONS—Breadths to Length	894.09	PROPORTIONS—Breadths to Length 8.6
Depths to Length—Upper Deck to Keel	333.20	Depths to Length—Upper Deck to Keel 13.85
Main Deck ditto	560.89	Main Deck ditto

Built at Dundee.
When built 1876-77. Launched 17th May 77
By whom built Gaulay Bros & Co
Owners Dundee, Perth & London Shipping Co
Port belonging to Dundee
Destined Voyage London.
If Surveyed while Building, Afloat, or in Dry Dock.
While Building & Afloat.

Feet. Inches.	BREADTH—Moulded... 29 5	Feet. Inches.	DEPTH top of Floors to Upper Deck Beams 16 9	Power of Engines ... 250	Horse.	No. of Decks with flat laid 2	No. of Tiers of Beams 2
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Ship per Register, length, 254.8 breadth, 29.5 depth, 16.7		Inches in ship.		Inches per Rule.		Inches in ship.		Inches per Rule.	
Feet.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.
End thickness	8 1/2 x 2 1/2	8 1/2 x 2 1/2	8 1/2 x 2 1/2	8 1/2 x 2 1/2	8 1/2 x 2 1/2	8 1/2 x 2 1/2	8 1/2 x 2 1/2	8 1/2 x 2 1/2	8 1/2 x 2 1/2
Plating and thickness	8 1/2 x 2 1/2	8 1/2 x 2 1/2	8 1/2 x 2 1/2	8 1/2 x 2 1/2	8 1/2 x 2 1/2	8 1/2 x 2 1/2	8 1/2 x 2 1/2	8 1/2 x 2 1/2	8 1/2 x 2 1/2
POST for Rudder do. do.	9 x 4 1/2	9 x 4 1/2	9 x 4 1/2	9 x 4 1/2	9 x 4 1/2	9 x 4 1/2	9 x 4 1/2	9 x 4 1/2	9 x 4 1/2
for Propeller	9 x 4 1/2	9 x 4 1/2	9 x 4 1/2	9 x 4 1/2	9 x 4 1/2	9 x 4 1/2	9 x 4 1/2	9 x 4 1/2	9 x 4 1/2
of Frames from moulding edge to edge, all fore and aft	23	23	23	23	23	23	23	23	23
Angle Iron, for 3/4 length amidships	4 x 3 7	4 x 3 7	4 x 3 7	4 x 3 7	4 x 3 7	4 x 3 7	4 x 3 7	4 x 3 7	4 x 3 7
at each end	4 x 3 6	4 x 3 6	4 x 3 6	4 x 3 6	4 x 3 6	4 x 3 6	4 x 3 6	4 x 3 6	4 x 3 6
FRAMES, Angle Iron	3 x 3 6	3 x 3 6	3 x 3 6	3 x 3 6	3 x 3 6	3 x 3 6	3 x 3 6	3 x 3 6	3 x 3 6
Depth and thickness of Floor Plate	18 1/2 x 8	18 1/2 x 8	18 1/2 x 8	18 1/2 x 8	18 1/2 x 8	18 1/2 x 8	18 1/2 x 8	18 1/2 x 8	18 1/2 x 8
for half length amidships	18 1/2 x 8	18 1/2 x 8	18 1/2 x 8	18 1/2 x 8	18 1/2 x 8	18 1/2 x 8	18 1/2 x 8	18 1/2 x 8	18 1/2 x 8
Thickness at the ends of vessel	9	9	9	9	9	9	9	9	9
Depth at 3/4 the half-bdth. as per Rule	9	9	9	9	9	9	9	9	9
eight extended at the Bilges	36	36	36	36	36	36	36	36	36
Upper, Spar, or Awning Deck	4 x 7	4 x 7	4 x 7	4 x 7	4 x 7	4 x 7	4 x 7	4 x 7	4 x 7
Double Ang. Iron, Plate or Tee Bulb Iron	4 x 7	4 x 7	4 x 7	4 x 7	4 x 7	4 x 7	4 x 7	4 x 7	4 x 7
Double Angle Iron on Upper edge	3 x 3 6	3 x 3 6	3 x 3 6	3 x 3 6	3 x 3 6	3 x 3 6	3 x 3 6	3 x 3 6	3 x 3 6
Space	46	46	46	46	46	46	46	46	46
Main, or Middle Deck	6 x 6	6 x 6	6 x 6	6 x 6	6 x 6	6 x 6	6 x 6	6 x 6	6 x 6
Double Ang. Iron, Plate or Tee Bulb Iron	6 x 6	6 x 6	6 x 6	6 x 6	6 x 6	6 x 6	6 x 6	6 x 6	6 x 6
Double Angle Iron, on Upper Edge	2 1/2 x 5	2 1/2 x 5	2 1/2 x 5	2 1/2 x 5	2 1/2 x 5	2 1/2 x 5	2 1/2 x 5	2 1/2 x 5	2 1/2 x 5
Space	46	46	46	46	46	46	46	46	46
Lower Deck, Hold, or Orlop	6 x 6	6 x 6	6 x 6	6 x 6	6 x 6	6 x 6	6 x 6	6 x 6	6 x 6
Double Ang. Iron, Plate or Tee Bulb Iron	6 x 6	6 x 6	6 x 6	6 x 6	6 x 6	6 x 6	6 x 6	6 x 6	6 x 6
Double Angle Iron on Upper Edge	2 1/2 x 5	2 1/2 x 5	2 1/2 x 5	2 1/2 x 5	2 1/2 x 5	2 1/2 x 5	2 1/2 x 5	2 1/2 x 5	2 1/2 x 5
Space	46	46	46	46	46	46	46	46	46
Centre line, single or double plate	8	8	8	8	8	8	8	8	8
Box, or Intercostal, Plates	8	8	8	8	8	8	8	8	8
Plate	8	8	8	8	8	8	8	8	8
Plate to Intercostal Keelson	9 x 7	9 x 7	9 x 7	9 x 7	9 x 7	9 x 7	9 x 7	9 x 7	9 x 7
Angle Irons	5 x 3 1/2 9	5 x 3 1/2 9	5 x 3 1/2 9	5 x 3 1/2 9	5 x 3 1/2 9	5 x 3 1/2 9	5 x 3 1/2 9	5 x 3 1/2 9	5 x 3 1/2 9
Double Angle Iron Side Keelson	5 x 3 1/2 9	5 x 3 1/2 9	5 x 3 1/2 9	5 x 3 1/2 9	5 x 3 1/2 9	5 x 3 1/2 9	5 x 3 1/2 9	5 x 3 1/2 9	5 x 3 1/2 9
Side Intercostal Plate	8	8	8	8	8	8	8	8	8
do. Angle Irons	5 x 3 1/2 9	5 x 3 1/2 9	5 x 3 1/2 9	5 x 3 1/2 9	5 x 3 1/2 9	5 x 3 1/2 9	5 x 3 1/2 9	5 x 3 1/2 9	5 x 3 1/2 9
Attached to outside plating with angle iron	5 x 3 1/2 9	5 x 3 1/2 9	5 x 3 1/2 9	5 x 3 1/2 9	5 x 3 1/2 9	5 x 3 1/2 9	5 x 3 1/2 9	5 x 3 1/2 9	5 x 3 1/2 9
Angle Irons	3 x 3 6	3 x 3 6	3 x 3 6	3 x 3 6	3 x 3 6	3 x 3 6	3 x 3 6	3 x 3 6	3 x 3 6
do. Bulb Iron	5 x 3 1/2 9	5 x 3 1/2 9	5 x 3 1/2 9	5 x 3 1/2 9	5 x 3 1/2 9	5 x 3 1/2 9	5 x 3 1/2 9	5 x 3 1/2 9	5 x 3 1/2 9
do. Intercostal plates riveted to plating for length	7 x 7	7 x 7	7 x 7	7 x 7	7 x 7	7 x 7	7 x 7	7 x 7	7 x 7
STRINGER Angl Irons	5 x 3 1/2 9	5 x 3 1/2 9	5 x 3 1/2 9	5 x 3 1/2 9	5 x 3 1/2 9	5 x 3 1/2 9	5 x 3 1/2 9	5 x 3 1/2 9	5 x 3 1/2 9
Intercostal plates riveted to plating for length	5 x 3 1/2 9	5 x 3 1/2 9	5 x 3 1/2 9	5 x 3 1/2 9	5 x 3 1/2 9	5 x 3 1/2 9	5 x 3 1/2 9	5 x 3 1/2 9	5 x 3 1/2 9
STRINGER Angle Irons	5 x 3 1/2 9	5 x 3 1/2 9	5 x 3 1/2 9	5 x 3 1/2 9	5 x 3 1/2 9	5 x 3 1/2 9	5 x 3 1/2 9	5 x 3 1/2 9	5 x 3 1/2 9

Flat Keel Plates, breadth and thickness	Inches in Ship.	16ths in Ship.	Inches per Rule.	16ths per Rule.
PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilge	35	11	34	11
of doubling at Bilge, or increased thickness, and length applied	35 1/2 x 1/6	35 1/2 x 1/6	35 1/2 x 1/6	35 1/2 x 1/6
from up. part of Bilge to lr. edge of Sh'rstrake	9-10	9-10	9-10	9-10
Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied from Mn to Upr. or Spar Dk. Sh'rstrake.	36	12	36	12
Up. or Spar Dk Sh'rstrake, brdth & thickness	20	9	20	9
Butt Straps to outside plating, breadth & thickness	16 3/4 x 1 1/2	16 3/4 x 1 1/2	16 3/4 x 1 1/2	16 3/4 x 1 1/2
Lengths of Plating	5	5	5	5
Shifts of Plating, and Stringers	2	2	2	2
Gunwale Plate on ends of Awning Spar, or Upper Deck Beams, breadth and thickness	50	11	50	11
Angle Iron on ditto	2 1/2 x 2 1/2	2 1/2 x 2 1/2	2 1/2 x 2 1/2	2 1/2 x 2 1/2
Tie Plates fore and aft, outside Hatchways	12	9	12	9
Diagonal Tie Plates on Beams No. of Pairs				
Planksheer material and scantling				
Waterways do. do.	2 1/2	2 1/2	2 1/2	2 1/2
Flat of Upper Deck do. do.	4	4	4	4
How fastened to Beams	Galv. Sec.	Galv. Sec.	Galv. Sec.	Galv. Sec.
Stringer Plate on ends of Main or Middle Deck				
Beams, breadth and thickness	30	9	30	9
Is the Stringer Plate attached to the outside plating?	Yes	Yes	Yes	Yes
Angle Irons on ditto, No.	4	4	4	4
Tie Plates, outside Hatchways	12	9	12	9
Diagonal Tie Plates on Beams, No. of pairs				
Waterways materials and scantlings				
Flat of Middle Deck do. do.	3 1/2	3 1/2	3 1/2	3 1/2
How fastened to Beams	2 1/2	2 1/2	2 1/2	2 1/2
Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	30	9	30	9
Is the Stringer Plate attached to the outside plating?	Yes	Yes	Yes	Yes
Angle Irons on ditto, No.	4	4	4	4
Stringer or Tie Plates, outside Hatchways	12	9	12	9
Flat of Lower Deck	3 1/2	3 1/2	3 1/2	3 1/2
Ceiling betwixt Decks, thickness and material	2 1/2	2 1/2	2 1/2	2 1/2
in hold do. do.	2 1/2	2 1/2	2 1/2	2 1/2
Main piece of Rudder, diameter at head	53 1/4	53 1/4	53 1/4	53 1/4
do. at heel	3	3	3	3
Can the Rudder be unshipped afloat?	Yes	Yes	Yes	Yes
Bulkheads No. 6 Thickness of	6-5	6-5	6-5	6-5

material. Knight-heads. Hawse Timbers. plates & angles.
Iron, Harfield's Patent.
 KEEL extend in one length from Keel to main & Bridge rail
 RIVETED ANGLE IRONS on floors and frames extend across middle line to 6 above lower side and to main side alternately
 Are the various lengths of Plates and Angle Irons properly connected? Yes. And butts properly shifted? Yes.
 GARBOARD, double riveted to Keel, with rivets 1/8 in. diameter, averaging 5 7/8 ins. from centre to centre.
 Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 7/8 in. diameter, averaging 3 3/4 ins. from centre to centre.
 Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 7/8 in. diameter averaging 3 3/4 ins. from centre to centre.
 Butts of three Strakes at Bilge for half length, treble riveted with Butt Straps 1/16 thicker than the plates they connect.
 Edges from bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 7/8 in. diameter, averaging 3 3/4 ins. from cr. to cr.
 Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 7/8 in. diameter, averaging 3 3/4 ins. from cr. to cr.
 Edges of Main Sheerstrake, double or single riveted. 7/8 R. Upper Sheerstrake, double or single riveted.
 Butts of Main Sheerstrake, double riveted for whole length amidships; Butts of Upper or Spar Sheerstrake, treble riveted for whole length amidships.
 Butts of Main Stringer Plate, treble riveted for 1/2 length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for whole length amidships.
 Breadth of laps of plating in double riveting 5 1/4 ins Breadth of laps of plating in single riveting 3 1/2 ins
 Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Treble & Double Riveted.
 How secured to Beams By Galv. Sec. bolts (Explain by Sketch, if necessary.)
 How secured to the sides? Solid welded knees. No. of Breasthooks, 2 Crutches, 1
 What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Good.
 Manufacturer's name or trade mark, all angles from D. Colville, Coatbridge; Bulbs from D. Colville & all plates from Consett Iron Co.
 The above is a correct description.
 Builder's Signature, Gaulay Bros & Co. Surveyor's Signature, J. L. Dunnett
 Surveyor to Lloyd's Register of British and Foreign Shipping.

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IRON SHIP

