

IRON SHIP

No. 4485 Survey held at *Glasgow*

Date, First Survey *15 Jan 1877*

Last Survey *9 July 1877*

On the *S. S. "Ranger"*

Master *Jones*

TONNAGE under *507.33*

ONE OR TWO DECKED, THREE DECKED VESSEL.

Built at *Glasgow*

Tonnage Deck

SPAR, OR AWNING-DECKED VESSEL.

When built *1877* Launched *13 June 1877*

Ditto of Third Spar,

HALF BREADTH (moulded) .. .

By whom built *R. Napier & Sons*

or Awning Deck

DEPTH from upper part of Keel to top of Upper Deck Beams .. .

Owners *H. Martin & Co.*

Ditto of Prop, or

GIRTH of Half Midship Frame (as per Rule) .. .

Port belonging to *Glasgow*

Raised On Dk.

1st NUMBER .. .

Destined Voyage *Coasting*

Ditto of Houses

1st NUMBER, if a THREE-DECKED VESSEL

Surveyed while Building, Afloat, or in Dry Dock.

Space under Liner Deck, 13.46

LENGTH .. .

Ditto of Forecastle

2nd NUMBER .. .

Gross Tonnage

PROPORTIONS—Breadths to Length .. .

Less Crew Space

Depths to Length—Upper Deck to Keel .. .

Less Engine Room

Main Deck ditto .. .

Register Tonnage

as cut on Beam

Official Number

188 10

25 6

14 2 1/2

80

One

Two

190.0

25.6

14.1

100 A

100 A

100 A

100 A

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Workmanship. Are the butts of plating planed or otherwise fitted? *Planed*

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? *A few*

18811 *Jon*

Masts, ~~Yards~~ Yards, &c., are *all* 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 Bow-sprit 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 Bow-sprit *Two Pole masts Schooner Rigged*

Fore Mast 87.3 x 16 at Partners } Pitch Pine
Main " 85.0 x 16 " }

NUMBER for EQUIPMENT 10085

N ^o .	SAILS.	CABLES &c.	Fathoms.	Inches.	Test per Certificate.	Length & Size req'd pr Rule.	Test req'd per Rule.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
		Chain	195	1 3/16	25 3/8	195-1 3/16	25 3/8	Bowers					
	Fore Sails,												
	Fore Top Sails,												
	Fore Topmast Stay Sails												
	Main Sails,												
	Main Top Sails,												
	and												

Standing and Running Rigging *Wire & Hemp* sufficient in size and *good* in quality. She has *Three* Boats (2 fitted with buoys)

The Windlass is *Good* } Capstan *Good* and Rudder *Good* Pumps *Good and efficient*

Engine Room Skylights. How constructed? *Weak frame over iron comings* How secured in ordinary weather? *Quadrant*

What arrangements for deadlights in bad weather? *Thick glass and iron bars*

Coal Bunker Openings. How constructed? *Circular castings* How are lids secured? *Locked* Height above deck? *Flush*

Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *Water ports and 4 scuppers each side*

Cargo Hatchways. How formed? *Plate and angle iron*

State size Main Hatch *18' x 9'* Fore hatch *7'6" x 7'6"* Quarter hatch *7'6" x 7'6"*

If of extraordinary size, state how framed and secured? *Strong shifting Beam at Main Hatch and iron deck*

What arrangement for shifting beams? *at sides of hatchways made thicker*

Hatches, If strong and efficient? *Yes*

Order for Special Survey No. <i>124</i>	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	<i>1877- Jan'y, 15, 17, 23, 24, 26, 29</i>
Date <i>29th Decr 1876</i>		2nd. On the plating during the process of riveting	<i>Feb'y, 9, 12, 14, 21, 26, 27</i>
Order for Ordinary Survey No. <i>---</i>		3rd. When the beams were in and fastened, and before the decks were laid...	<i>March 5, 8, 13, 15, 19, 26</i>
Date <i>---</i>		4th. When the ship was complete, and before the plating was finally coated or cemented...	<i>April 6, 9, 13, 17, 20, 24, 27</i>
No. <i>363</i> in builder's yard.		5th. After the ship was launched and equipped	<i>May 1, 8, 11, 16, 17, 18, 25, 30, 31</i> <i>June 4, 5, 9, 14, 20, 27, 29, July 2, 6, 9</i>

General Remarks (State quality of workmanship, &c.)

The workmanship is of good quality— Built in accordance with the sketches herewith (3nos) of midship section, Longitudinal section, and Securities in Engine and Boiler spaces approved per Committee's Letters of 29th Decr 1876 and 31st Jan'y 1877 and in general conformity with the Rules with a view to the grade contemplated for which it is respectfully submitted she is eligible to be classed

The Ballast Tank has been satisfactorily tested.

Erections on Deck— *Boiler casing, galley and Chart room amidships 29 feet long x 7'6" x 7'0" high of iron, wings, Officers Rooms and Closets 11' x 6'*

Anchor Deck 25 feet long

State if one, two, or three, decked vessel, or if spar, or awning decked; and the lengths of poop, fore-castle, or raised quarter deck, and the length of double, or part double bottom.

How are the surfaces preserved from oxidation? Inside *Cement and Paint* Outside *Paint*

I am of opinion this Vessel should be Classed *100 A 1*

The amount of the Entry Fee ... £ 5 : 0 : 0 is received by me, *Sd.*

Special ... £ 25 : 0 : 0 *9th July 1877*

Certificate ... *Gratis*

(Travelling Expenses, if any, £ ...)

Committee's Minute

Character assigned

10 July 1877

100 A 1

A + CP

Lloyds

The vessel appears to be eligible to be classed 100 A 1 as recommended one of 27th Nov 1877