

IRON SHIP.

No. 11462 Survey held at Sunderland Date, First Survey May 1st 1874 Last Survey October 10th 1874
 On the Bt "Glanperis" Yard No. 96 Master L Parry

TONNAGE under Tonnage Deck } 1042.18
 Ditto of Third, Spar, or Awning Deck. }
 Ditto of ~~Beam~~ Raised Or. Dk. } 30.51
 Ditto of Houses on Deck } 25.05
 Ditto of Forecastle } 1.68
 Gross Tonnage 1099.42
 Less Crew Space 25.75
 Less Engine Room
 Register Tonnage as cut on Beam } 1073.67

ONE, OR TWO DECKED, THREE DECKED VESSEL.
SPAR, OR AWNING DECKED VESSEL.
HALF BREADTH (moulded) 17.41 Feet.
DEPTH from upper part of Keel to top of Upper Deck Beams 23.16
GIRTH of Half Midship Frame (as per Rule) 34.83
1st NUMBER 75.40
1st NUMBER, if a THREE-DECKED VESSEL [deduct 7 feet]
LENGTH 210.5
2nd NUMBER 15,871
PROPORTIONS—Breathths to Length under 7/10
 Depths to Length—Upper Deck to Keel 10
 Main Deck ditto

Built at Sunderland
 When built 1874. Launched 8th Sep
 By whom built Doxford and Sons
 Owners Jones and Williams
 Owners Manager D.P. Williams
Glanperis Cannarou
 Port belonging to
 Destined Voyage Rangoon
 Surveyed while Building, Afloat, or in Dry Dock.

Official Number

LENGTH on deck as per Rule ... 210 Feet. 6 Inches. **BREADTH**—Moulded... 34 Feet. 10 Inches. **DEPTH** top of Floors to Upper Deck Beams ... 21 Feet. 3 Inches. Do. do. Main Deck Beams...
 Dimensions of Ship per Register, length, 221.0 breadth, 34.8 depth, 21.2

	Inches in Ship.	Inches per Rule.		Inches in Ship.	Inches per Rule.
KEEL , depth and thickness	<u>8 1/2 x 2 1/2</u>	<u>8 1/2 x 2 1/2</u>	PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges of doubling at Bilge, or increased thickness, and length applied	<u>36</u>	<u>11</u>
STEM , moulding and thickness	<u>8 x 2 1/2</u>	<u>8 x 2 1/2</u>	fm up. part of Bilge to Ir. edge of Sh'rstrake	<u>10.9</u>	<u>10.9</u>
STERN-POST for Rudder do. do.	<u>8 x 2 1/2</u>	<u>8 x 2 1/2</u>	Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied from Mn. to Upr. or Spar Dk. Sh'rstrake. Up. or Spar Dk. Sh'rstrake, breadth & thickness	<u>36</u>	<u>12</u>
Distance of Frames from moulding edge to moulding edge, all fore and aft	<u>23</u>	<u>23</u>	Butt Straps to outside plating, breadth & thickness	<u>3</u>	<u>6</u>
FRAMES , Angle Iron, for 2/3 length amidships	<u>5</u>	<u>3</u>	Lengths of Plating	<u>9</u>	<u>13</u>
Do. for 1/3 at each end	<u>5</u>	<u>3</u>	Shifts of Plating, and Stringers	<u>4</u>	<u>4</u>
REVERSED FRAMES , Angle Iron	<u>3</u>	<u>3</u>	Gunwale Plate on ends of <u>Awning, Spar, or Upper Deck Beams</u> , breadth and thickness... ..	<u>42</u>	<u>9</u>
FLOORS , depth and thickness of Floor Plate at mid line for half length amidships	<u>23 1/2</u>	<u>9</u>	Angle Iron on ditto	<u>5.3 1/2</u>	<u>9</u>
thickness at the ends of vessel	<u>8.7</u>	<u>8.7</u>	Tie Plates fore and aft, outside Hatchways	<u>12</u>	<u>9</u>
depth at 3/4 the half-bdth. as per Rule	<u>11 3/4</u>	<u>11 3/4</u>	Diagonal Tie Plates on Beams No. of Pairs, Planksheer material and scantling		
height extended at the Bilges... ..	<u>twice amidship depth</u>		Waterways do. do.		
BEAMS, Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron } Single or double Angle Iron on Upper edge	<u>3</u>	<u>3</u>	Flat of Upper Deck do. do.		
Average space... ..	<u>alternate frames</u>		How fastened to Beams	<u>4</u>	<u>4</u>
BEAMS, Main, or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron } Single, or double Angle Iron, on Upper Edge			Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness		
Average space... ..			Is the Stringer Plate attached to the outside plating?		
BEAMS, Lower Deck, Hold, or Orlop Single or d'ble Ang. Iron, Plate or Tee Bulb Iron } Single or double Angle Iron on Upper Edge	<u>3</u>	<u>3</u>	Angle Irons on ditto, No.	<u>30</u>	<u>8</u>
Average space... ..	<u>alternate frames</u>		Tie Plates, outside Hatchways		
KEELSONS Centre line, single or double plate, box, or intercostal, Plates	<u>16</u>	<u>12</u>	Diagonal Tie Plates on Beams, No. of pairs		
" Rider Plate	<u>11</u>	<u>12</u>	Waterways materials and scantlings		
" Bulb Plate to Intercostal Keelson			Flat of Middle Deck do. do.		
" Angle Irons	<u>5</u>	<u>3 1/2</u>	How fastened to Beams		
" Double Angle Iron Side Keelson	<u>5</u>	<u>3 1/2</u>	Stringer Plates on ends of <u>Lower Deck, Hold or Orlop</u> Beams	<u>30</u>	<u>8</u>
" Side Intercostal Plate			Is the Stringer Plate attached to the outside plating?	<u>yes</u>	
" do. Angle Irons			Angle Irons on ditto, No. <u>two</u>	<u>4.4</u>	<u>8</u>
Attached to outside plating with angle iron	<u>3</u>	<u>3</u>	Stringer or Tie Plates, outside Hatchways, <u>Mid</u>	<u>4</u>	<u>8</u>
BILGE Angle Irons	<u>5</u>	<u>3 1/2</u>	Flat of Lower Deck	<u>2 1/2</u>	<u>3</u>
" do. Bulb Iron			Ceiling betwixt Decks, thickness and material	<u>2 1/2</u>	<u>3</u>
" do. Intercostal plates riveted to plating for length			in hold do. do.	<u>2 1/2</u>	<u>3</u>
BILGE STRINGER Angle Irons	<u>5</u>	<u>3 1/2</u>	Main piece of Rudder, diameter at head	<u>5 1/2</u>	<u>5 1/2</u>
Intercostal plates riveted to plating for length			do. at heel	<u>3</u>	<u>3</u>
SIDE STRINGER Angle Irons			Can the Rudder be unshipped afloat? <u>yes</u>		

Transoms, material. Knight-heads. Hawse Timbers. Iron
 Windlass M 7/8 Greenheart Pall Bitt Iron
 The **FRAMES** extend in one length from Keel to Gunwale. Riveted through plates with 3/4 in. Rivets, about 6 apart.
 The **REVERSED ANGLE IRONS** on floors and frames extend from middle line to Gunwale on all frames
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 1/8 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 7/8 in. diameter, averaging 3 1/4 ins. from centre to centre.
 Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 7/8 in. diameter averaging 3 1/4 ins. from centre to centre.
 Butts of three Strakes at Bilge for half length, treble riveted with Butt Straps 7/16 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 7/8 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 length amidships.
 Butts of Main Stringer Plate, treble riveted for 1/2 length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length.
 Breadth of laps of plating in double riveting 4 1/2 Breadth of laps of plating in single riveting Nil
 Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Double and Treble
 Waterway, how secured to Beams Gutter Gunwale (Explain by Sketch, if necessary.)
 Beams of the various Decks, how secured to the sides? Ends turned down & riveted to frames No. of Breasthooks, Four Crutches, three
 What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? all plates Stockton
 Manufacturer's name or trade mark, all angles and bulbs of Doxford and Co Sunderland Walt. Iron Comp

The above is a correct description.
 Builder's Signature, William Doxford & Co Surveyor's Signature, Joseph Nees
 Surveyor to Lloyd's Register of British and Foreign Shipping.

IRON 474-0251

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? *Solid single pieces.*
 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? *at Butts only in a few cases*

Masts, Bowsprit, Yards, &c., are *Iron* 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 *See Sketch attached.*
 Mast plate $\frac{7}{16}$ in bent cold with grain about 100°
 " " " " " " " " " " " " 30° Two other pieces similar results
 Yard " $\frac{5}{16}$ " " " " " " " " " " about 90°
 " " " " " " " " " " " " " " " "

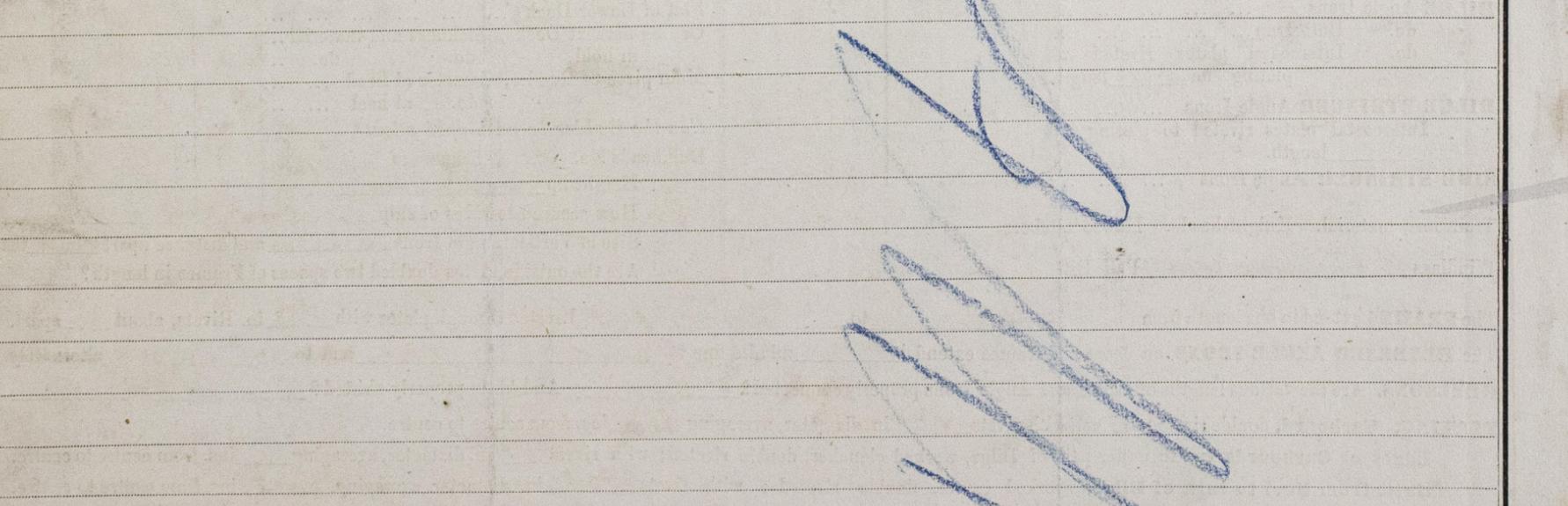
No.	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Length & Size req'd pr Rule.	Test req'd per Rule.	ANCHORS.	No.	Weight. Ex. Stock.	Test per Certificate	W'ght req'd per Rule.	Test req'd per Rule.	No.	Weight. Ex. Stock.	Test per Certificate	W'ght req'd per Rule.	Test req'd per Rule.	
																			State Machine where Tested, Date & name of Superintendent.
	Fore Sails,	Chain	270	$1\frac{1}{2}$	$55\frac{1}{8}$	$270.1\frac{1}{16}$	$55\frac{1}{8}$	Bowers	1	30.3.26	29.7.20	30.0.0	28.6/10						
	Fore Top Sails,	Breaching Strain			$77\frac{1}{8}$		$77\frac{1}{8}$		1	29.3.0	28.8.3.0	30.0.0	28.6/10						
	Fore Topmast Stay Sails	Chain	90	$\frac{15}{16}$		$90.15/16$			1	25.3.0	25.8.0.14	25.2.0	25.2/10						
	Main Sails,	Hawser Strm Cbl	90	$\frac{11}{2}$		$90.11/2$		Stream											
	Main Top Sails,	Towlines	90	$\frac{9}{16}$		$90-10$													
		Warp	90	$\frac{7}{16}$		$90-9$		Kedges											
		quality good	90	$\frac{7}{16}$		$90-5\frac{1}{2}$													

Standing and Running Rigging *S.S. Wire & Rope* sufficient in size and *good* in quality. She has *1* Long Boat and *2* others total *4* N.B.
 The Windlass is *W.P. Greenheat*, 2 Capstans *2* Winches and Rudder *good* Pumps *good* 2 Main.

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? *Scuppers and Ports fitted in the Bulmarks*
 Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea?
 Cargo Hatchways.—How formed? *Iron plates fitted in the usual manner.*
 State size Main Hatch *15 ft by 10 ft* Forehatch *7 1/2 ft x 6 ft* Quarterhatch *7 ft x 6 feet.*
 If of extraordinary size, state how framed and secured? *Main Hatch has Beam and a Wood fore and aft Carling*
 What arrangement for shifting beams?
 Hatches, If strong and efficient? *Strong and efficient*

Order for Special Survey No.	Date	Order for Ordinary Survey No.	Date	No.	in builder's yard.	1st.	2nd.	3rd.	4th.	5th.
2672	26 March/77			96		On the several parts of the frame, when in place, and before the plating was wrought	On the plating during the process of riveting	When the beams were in and fastened, and before the decks were laid....	When the ship was complete, and before the plating was finally coated or cemented..	After the ship was launched and equipped

General Remarks (State quality of workmanship, &c.) *Good.*
 This vessel has a Monkey Forecastle 26 ft long a Deck House 36 ft, by 14 feet, and a Raised-Quarter Deck 33 feet long.



State if one, two, or three, decked vessel, or if open, or awning decked, and the lengths of ~~fore~~ fore-castle, *See above* raised quarter deck, and the length of double, or part double bottom
 How are the surfaces preserved from oxidation? Inside *Cement to Bilges paintable* Outside *Paint &c.*
 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,
 Special ... £ 51 : 16 : 6 *2nd October 1877*
 Certificate ...
 (Travelling Expenses, if any, £ ...)

Committee's Minute *12th October, 1877.*
 Character assigned *100A.1*
Joseph Keen
 This vessel appears eligible to be classed as recommended in 100A.1
 1877
 26913
 11/10/77