

# IRON SHIP.

3160 Survey held at Barrow in Furness Date, First Survey 2<sup>nd</sup> February 1877 Last Survey 27<sup>th</sup> September 1877

The Screw Steamer "Glensannon"

Master S. Mardon

Official Number 76539

Net Tonnage under Deck 853.32  
 Ditto of Upper Deck 1.70  
 Gross Tonnage 921.73  
 Less Crew Space 40.08  
 Less Engine Room 294.95  
 Register Tonnage as cut on Beam 586.70

ONE, OR TWO DECKED, THREE DECKED VESSEL.  
 SPAR, OR AWNING-DECKED VESSEL.  
 HALF BREADTH (moulded) 13' 11"  
 DEPTH from upper part of Keel to top of Upper Deck Beams 20' 4"  
 GIRTH of Half Midship Frame (as per Rule) 31' 10"  
 1st NUMBER 66  
 2nd NUMBER 2  
 1st NUMBER, if a THREE DECKED VESSEL 14491  
 LENGTH 219  
 2nd NUMBER 14491  
 PROPORTIONS Breadth to Length 1:16.6  
 Depth to Length Upper Deck to Keel 1:10.7  
Main Deck ditto 1:10.77

Built at Barrow in Furness  
 When built 1877 Launched 19<sup>th</sup> June  
 By whom built Barrow Shipbuilding Company  
 Owners S. Johnston & Company  
 Port belonging to Liverpool  
 Destined Voyage White Breading  
 If Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule 219 Feet. Inches. 219 -  
 BREADTH Moulded 27 Feet. Inches. 10  
 DEPTH top of Floors to Upper Deck Beams 18 Feet. Inches. 8 1/2  
 Power of Engines 100 Horse.  
 No. of Decks with flat laid One  
 No. of Tiers of Beams Two

Dimensions of Ship per Register, length, 220 breadth, 28 depth, 18.5

KEEL, depth and thickness 6 1/2 x 3  
 STEM, moulding and thickness 7 1/2 x 2 3/8  
 STERN-POST for Rudder do. do. 7 1/2 x 4 3/4  
 for Propeller 7 1/2 x 4 3/4  
 Distance of Frames from moulding edge to moulding edge, all fore and aft 23"  
 FRAMES, Angle Iron, for 1/2 length amidships 4 x 3  
 Do. for 1/2 at each end 4 x 3  
 REVERSED FRAMES, Angle Iron 3 x 3  
 FLOORS, depth and thickness of Floor Plate at mid line for half length amidships 20  
 thickness at the ends of vessel 7  
 depth at 3/4 the half-bdth. as per Rule 10  
 height extended at the Bilges 40  
 BEAMS, Upper, Spar, or Awning Deck Single or double Angle Iron, Plate or Tee Bulb Iron 6 1/2 x 6  
 Single or double Angle Iron on Upper edge 2 1/2 x 2 1/2  
 Average space 11"  
 BEAMS, Main, or Middle Deck Single or double Angle Iron, Plate or Tee Bulb Iron 6 1/2 x 6  
 Single or double Angle Iron on Upper edge 2 1/2 x 2 1/2  
 Average space 11"  
 BEAMS, Lower Deck, Hold, or Orlop Single or double Angle Iron, Plate or Tee Bulb Iron 6 1/2 x 6  
 Single or double Angle Iron on Upper edge 2 1/2 x 2 1/2  
 Average space 11"  
 KEELSONS Centre line, single or double plate, box, or intercostal, Plates 15 x 11  
 Rider Plate 10 3/4 x 11  
 Bulb Plate to Intercostal Keelson 5 x 3 1/2  
 Angle Irons 5 x 3 1/2  
 Double Angle Iron Side Keelson 5 x 3 1/2  
 Side Intercostal Plate 5 x 3 1/2  
 Attached to outside plating with angle iron 5 x 3 1/2  
 BILGE Angle Irons 5 x 3 1/2  
 do. Bulb Iron 5 x 3 1/2  
 do. Intercostal plates riveted to plating for length 5 x 3 1/2  
 BILGE STRINGER Angle Irons 5 x 3 1/2  
 Intercostal plates riveted to plating for length 5 x 3 1/2  
 SIDE STRINGER Angle Irons 5 x 3 1/2

Flat Keel Plates, breadth and thickness 34  
 PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges of doubling at Bilge, or increased thickness, and length applied 1049  
 fin up. part of Bilge to l. edge of Sh'rstrake 10 x 9  
 Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied from Mn. to Up. or Spar Dk. Sh'rstrake. 36  
 Up. or Spar Dk Sh'rstrake, breadth & thickness 11 1/2 x 16 1/2  
 Butt Straps to outside plating, breadth & thickness 11 1/2 x 16 1/2  
 Lengths of Plating 11 1/2 x 16 1/2  
 Shifts of Plating, and Stringers 11 1/2 x 16 1/2  
 Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness 48  
 Angle Iron on ditto 5 x 3 1/2  
 Tie Plates fore and aft, outside Hatchways 11 x 9  
 Diagonal Tie Plates on Beams No. of Pairs, 11  
 Planksheer material and scantling 11 x 9  
 Waterways do. 11 x 9  
 Flat of Upper Deck do. 11 x 9  
 How fastened to Beams 11 x 9  
 Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness 11 x 9  
 Is the Stringer Plate attached to the outside plating? Yes  
 Angle Irons on ditto, No. 11  
 Tie Plates, outside Hatchways 11 x 9  
 Diagonal Tie Plates on Beams, No. of pairs 11  
 Waterways materials and scantlings 11 x 9  
 Flat of Middle Deck do. 11 x 9  
 How fastened to Beams 11 x 9  
 Stringer Plates on ends of Lower Deck, Hold or Orlop Beams 11 x 9  
 Is the Stringer Plate attached to the outside plating? Yes  
 Angle Irons on ditto, No. 11  
 Stringer or Tie Plates, outside Hatchways 11 x 9  
 Flat of Lower Deck 11 x 9  
 Ceiling betwixt Decks, thickness and material 11 x 9  
 in hold do. 11 x 9  
 Main piece of Rudder, diameter at head 5 1/2  
 do. at heel 5 1/2  
 Can the Rudder be unshipped afloat? Yes  
 Bulkheads No. Four Thickness of 6 1/2  
 Height up 11  
 How secured to sides of ship 11  
 Size of Vertical Angle Irons 3 x 3 x 6 1/2 and distance apart 30 ins.  
 Are the outside Plates doubled two spaces of Frames in length? Yes

Transoms, material. Knight-heads. Hawse Timbers. Iron  
 Windlass Harfield's Patent Pall Bitt

The FRAMES extend in one length from Keel to Foremast Riveted through plates with 3/4 in. Rivets, about 5 1/2 apart.  
 The REVERSED ANGLE IRONS on floors and frames extend from middle line to upper deck and to lower beams 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 3/4 in. diameter, averaging 3 1/2 ins. from centre to centre.  
 Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 in. diameter averaging 3 1/2 ins. from centre to centre.  
 Butts of Three Strakes at Bilge for half length, treble riveted with Butt Straps 1/6" 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 1/2 ins. from cr. to cr.  
 Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 3 1/2 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 half length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length amidships.  
 Breadth of laps of plating in double riveting 6 1/2" Breadth of laps of plating in single riveting 6 1/2"

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Treble & double.  
 Waterway, how secured to Beams Riveted (Explain by Sketch, if necessary.)  
 Beams of the various Decks, how secured to the sides? By rivets No. of Breasthooks, Three Crutches, Two  
 What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Angle Iron - Johnston M. S. Co.  
 Manufacturer's name or trade mark, Beams - Johnston M. S. Co.  
 The above is a correct description. Plating - Corbett & Sons Co.  
 Builder's Signature, James Humphreys Surveyor's Signature, William Ramm  
 Surveyor to Lloyd's Register of British and Foreign Shipping.

IRON 474-0258



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? *No*

19470 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 68' 9" in diam. diameter 17"*  
*Main Mast 62' 6" " " 17"*

Masts constructed as per sketch annexed. Plates  $\frac{7}{16}$  &  $\frac{5}{16}$  made by *Crown Iron Co.* tested by bending and found satisfactory.

NUMBER for EQUIPMENT 15940		Fathoms.	Inches.	Test per Certificate.	Length & Size req'd pr Rule.	Test req'd per Rule.	ANCHORS.	N <sup>o</sup> .	Weight. Ex. Stock.	Test per Certificate.	W't req'd per Rule.	Test req'd per Rule.
No. 1	SAILS.	239.5	1 1/2	402 x 5810	240 x 1 1/2	402 x 5810	Bowers	21	3 1/2	21 22-6-0	21	21 1/2
	Fore Sails,	Tested at Lloyd's Moving House, Sept 1876						4	0	21		21 1/2
	Fore Top Sails,	Nas. of Certificates 3138 & 3118						21	2	26	22-3-10	21
	Fore Topmast Stay Sails	Wales of 1876						18	3	0	19-13-0	18
	Main Sails,	12" July 1877										
	Main Top Sails,	Supd. 8. 18. 1877										
No. 2	CABLES, &c.	24 x 12					Large Anchors	18	3	0	19-13-0	18
	Chain	45	1				12" July 1877					
	Hawser ...	90	10				Supd. 8. 18. 1877					
	Towlines ...	90	9				Supd. 8. 18. 1877					
No. 3	Warp	90	5 1/2				Stream	7	2	3	16-9-18-0-0	7
	quality	90	3 1/2				Kedges	9	1	3	7-10-16-2-0	9
		90	3 1/2									

Standing and Running Rigging *Salvage* and sufficient in size and *good* in quality. She has *two* *late* Boats and *two* *owners*.

The Windlass is *good* Capstan *good* and Rudder *good* Pumps *good* & sufficient.

Engine Room Skylights.—How constructed? *Iron planed 20' above* How secured in ordinary weather? *Bolts*

What arrangements for deadlights in bad weather? *Woodsen's Lead shutters and bull's eyes*

Coal Bunker Openings.—How constructed? *Set into deck* How are lids secured? *bolts locked* Height above deck? *4 feet*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Scuppers, wash ports and moving pipes*

Cargo Hatchways.—How formed? *Iron coamings and headlogs riveted together*

State size Main Hatch *23' x 9 1/2'* Forehatch *7 1/2' x 8 3/4'* Quarterhatch *15 1/2' x 9 1/2'*

If of extraordinary size, state how framed and secured? *Main Hatchway - coamings full depth with two*

What arrangement for shifting beams? *web plates full depth fixed. After Hatchway - One web plate*

Hatches, If strong and efficient? *Yes*

Order for Special Survey No. *269*

Date *6<sup>th</sup> Dec 1876*

Order for Ordinary Survey No.

Date

No. *42* 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	<i>Built under Special Survey 1877.</i>
2nd. On the plating during the process of riveting	<i>Water 7 surveys Feb. 2 7 12 16 20 21 22 26 28 Mar 2</i>
3rd. When the beams were in and fastened, and before the decks were laid....	<i>9 14 19 23 27 April 5 10 12 16 18 26 May 3 4 8 12 16 18 26</i>
4th. When the ship was complete, and before the plating was finally coated or cemented..	<i>29 June 1 4 6 7 12 13 20 22 26 July 3 9 13 17 25 28 29</i>
5th. After the ship was launched and equipped	<i>Aug. 1 6 9 15 18 22 27 31 Sept. 5 11 12 14 18 22 25 27.</i>

General Remarks (State quality of workmanship, &c.) *This vessel is built in accordance with the approved sketch of midship section annexed, and in other respects as required by the Rules. The collision bulkhead, as was suggested in the Secretary's letter of 4<sup>th</sup> Dec. 1876, has been fitted firmer than was originally proposed. The upper deck beams for 108 feet amidships, in way of deck openings, have been plated over, between the stringers and tie plates, with  $\frac{5}{16}$ " plates. The hold beams from the Engine Room bulkhead forward, are widely spaced, as shown on the plan, and abt this bulkhead are fitted on alternate frames the beams and stringer plates in the former case being of extra strength as required by the Rules. Beams have been fitted where practicable, in the Engine and Boiler space, and painting beams before and abt the collision bulkhead. The Forecastle is 31 feet, and the Bridge and Deck House 50 feet, in length. The vessel is schooner rigged. The workmanship is good. The bills relating to this case are dated respectively 2<sup>nd</sup>, 4<sup>th</sup>, 12<sup>th</sup> and 15<sup>th</sup> Dec. 1876.*

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

How are the surfaces preserved from oxidation? Inside *Cement paint* Outside *Paint & composition*

I am of opinion this Vessel should be Classed *+100 A1 (One deck, two masts, beamers.)*

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

Special ... £ 44 : 1 : 0 Oct<sup>r</sup> 1877

Certificate ... - : - : -

(Travelling Expenses, if any, £ -)

Committee's Minute 10<sup>th</sup> October, 1877.

Character assigned

*Lloyd's Register*

*William Bann*

*W. B.*

*Lloyd's Register Foundation*