

IRON 477-0469

IRON SHIP.

208 21

No. 11,944 Survey held at *Sunderland* Date, First Survey *April 10th 1874* Last Survey *18th April 1874*On the *Iron Steamer* "*Gleniffer*" Master *David Graham*

TONNAGE under 1940.70 ONE, OR TWO DECKED, THREE DECKED VESSEL.

Tonnage Deck 76.17 SPAR, OR AWNING-DECKED VESSEL.

Ditto of Main, Spar, 83.04 HALF BREADTH (moulded)... 17.25

Ditto of Poop, 4.67 DEPTH from upper part of Keel to top of Upper Deck Beam 26.75

Ditto of House, 56.67 GIRTH of Half Midship Frame (as per Rule) 40.40

Ditto of Forecastle 2164.91 1st NUMBER 84.40

Gross Tonnage 2164.91 1st NUMBER, if a THREE-DECKED VESSEL 7.00

Less Crew Space 60.50 LENGTH 280 [deduct 7 feet 77.40

Less Engine Room 692.77 2nd NUMBER 21692

Register Tonnage 1411.64 PROPORTIONS—Breadths to Length under 8.1 8 1/2

as out on Beam 14.5 10 1/2

Main Deck ditto 14.5 15

Built at *Sunderland*When built *1877+8* Launched *Nov 1877*By whom built *Murray & Foster*Owners *Messrs. Mc Gregor, Gair & Co.*Port belonging to *Glasgow*Destined Voyage *London &*

If Surveyed while Building, Afloat, or in Dry Dock.

LENGTH	Feet.	Inches.	BREADTH—	Feet.	Inches.	DEPTH top of Floors to Upper	Feet.	Inches.	Power of	Horse.	Nº. of Decks with flat laid
on deck as	280		Moulded...	34	6	Deck Beams	24	9	Engines ...	250	2
per Rule ...						Do. do. Main Deck Beams	17	0			Nº. of Tiers of Beams 3

Dimensions of Ship per Register, length, 291— breadth, 34.7 depth, 24.6

KEEL, depth and thickness ... 9 1/2 x 2 1/2 9 1/2 x 2 1/2

STEM, moulding and thickness... 9 x 2 1/2 9 x 2 1/2

STERN-POST for Rudder do. do. 9 x 5 9 x 5

for Propeller ... 24" 24"

Distance of Frames from moulding edge to } (Class 100A)

moulding edge, all fore and aft ... 24" 24"

FRAMES, Angle Iron, for 3/4 length amidships ... 5 3 8 5 3 8

Do. for 1/2 at each end ... 5 3 7 5 3 7

REVERSED FRAMES, Angle Iron ... 3 1/2 3 8 3 1/2 3 8

FLOORS, depth and thickness of Floor Plate } 24 9.10 24 9.10

at mid line for half length amidships ... 12 8 12 8

thickness at the ends of vessel ... 12 8 12 8

depth at 3/4 the half-bdth. as per Rule ... 12 8 12 8

height extended at the Bilges... 12 8 12 8

BEAMS, Upper, Spar, or Awning Deck } 5 1/2 3 8 5 1/2 3 8

Single or d'ble Ang. Iron, Plate or Tee Bulb Iron } 5 1/2 3 8 5 1/2 3 8

Single or double Angle Iron on Upper edge ... 24" 24"

Average space... 24" 24"

BEAMS, Main, or Middle Deck } 8 1/2 8 8 1/2 8

Single or d'ble Ang. Iron, Plate or Tee Bulb Iron } 8 1/2 8 8 1/2 8

Single, or double Angle Iron, on Upper Edge ... 3 3 6 3 3 6

Average space... 48" 48"

BEAMS, Lower Deck, Hold, or Orlop } 9 1/2 9 9 1/2 9

Single or d'ble Ang. Iron, Plate or Tee Bulb Iron } 4 4 8 4 4 8

Single or double Angle Iron on Upper Edge ... 10" 10"

Average space... 10" 10"

KEELSONS Centre Line Single or double plate, } 18 13 18 13

box, or Intercoastal, Plates ... 11 3/4 13 11 3/4 13

" Rider Plate ... 8 1/2 8 8 1/2 8

" Bulb Plate to Intercoastal Keelson ... 5 1/2 4 9 5 1/2 4 9

" Angle Irons ... 5 1/2 4 9 5 1/2 4 9

" Double Angle Iron Side Keelson ... 3 1/2 3 8 3 1/2 3 8

" Side Intercoastal Plate ... 5 1/2 4 9 5 1/2 4 9

" do. Angle Irons ... 3 1/2 3 8 3 1/2 3 8

Attached to outside plating with angle iron ... 5 1/2 4 9 5 1/2 4 9

" Bulb Iron... 8 1/2 8 8 1/2 8

" Intercoastal plates riveted to ... 5 1/2 4 9 5 1/2 4 9

plating for length ... 5 1/2 4 9 5 1/2 4 9

STRINGER Angle Irons ... 5 1/2 4 9 5 1/2 4 9

Intercoastal plates riveted to plating for ... 5 1/2 4 9 5 1/2 4 9

length. ... 5 1/2 4 9 5 1/2 4 9

STRINGER Angle Irons ... 5 1/2 4 9 5 1/2 4 9

... 5 1/2 4 9 5 1/2 4 9

... 5 1/2 4 9 5 1/2 4 9

... 5 1/2 4 9 5 1/2 4 9

... 5 1/2 4 9 5 1/2 4 9

... 5 1/2 4 9 5 1/2 4 9

... 5 1/2 4 9 5 1/2 4 9

... 5 1/2 4 9 5 1/2 4 9

... 5 1/2 4 9 5 1/2 4 9

... 5 1/2 4 9 5 1/2 4 9

... 5 1/2 4 9 5 1/2 4 9

... 5 1/2 4 9 5 1/2 4 9

... 5 1/2 4 9 5 1/2 4 9

... 5 1/2 4 9 5 1/2 4 9

Do any rivets break into or through the seams or butts of the plating? *A few only*

State also Length and Diameter of Lower Masts and Bowsprit *Fore and Main masts of Iron. The other Spruce*

of Pitch pine and red Pine. Samples of the insect-plates were tested by hot and cold tests and found to be of good quality. Ripped as per tracing attached. Thickness of plates $7/16$ & $1/2$ inches double riveted. Both trials $5/16$ & $25/64$.

NUMBER for EQUIPMENT 24580														
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.		
One and Complete and	Fore Sails,	Chain	270	1 13/16	59 1/8	270 - 1 1/2	59 1/8	Bowers	1	32.2.7	30.10.3.20	32.0.0	30 1/20	
	Fore Top Sails,	Tested at the R.W.C.P.I. by J. Hartness					82 3/4		1	30.2.0	29.00.0			
	Fore Topmast Stay Sails	Sept. 21/77	Stream chain	Sept. 20th 1877					1	28.2.21	27.12.17	27.1.0	26 1/20	
	Main Sails,	Chain	90	1 1/8	22 3/16	90 - 1 1/2	Test not required by rule	Tested at the R.W.C.P.I. by J. Hartness						
	Main Top Sails,	Hmpn Strm Cbl	100	9	34 1/8			Bop 5/7, Aug. 29. Oct. 4, 4, & 4 - 1877 respectively						
		Hawser	110	12				with Stock	1	14.0.0	13.12.20	13.0.0		
		Towlines	90	5				Stream						
		Warp	90	5				as	1	6.1.21	7.16.1.0	6.2.0		
		quality	90	5				Kedges	10	3.2.0	6.2.2.0	3.1.0		

Standing and Running Rigging *Twine & hemp* sufficient in size and *good* in quality. She has *2* ^{*W.*} Long Boats and *3* ^{*the*} others

The Windlass is Good Capstan Good and Rudder Good Pumps Metal & Good

Engine Room Skylights.—How constructed? *of wood on Bridge House* How secured in ordinary weather? *with thumb screws*

What arrangements for deadlights in bad weather? *Leak Chutters and duck circular glass*

Coal Bunker Openings.—How constructed? *Of iron* How are lids secured? *Solid latches &* Height above deck? *18 ins.*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Taperline*

5 Ports and 5 Scuppers on each side
Cargo Hatchways.—How formed? *Iron plate comings and headledges*

State size **Main Hatch** 24' x 10' x 36" high **Forehatch** 10' x 7' x 36" high **Quarterhatches** 18' x 10' & 12' x 10' x 36" high

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams? *Shifting webs in large Hatchways*

Hatches, If strong and efficient? *Yes*

for Special Survey No. <u>2685</u>	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 L.D. and Surveyed 1874 April 10 12 19 24 26 May
Date <u>11 Feb 1877</u>		2nd. On the plating during the process of riveting	15 14 22 23 25 29 30 June 4 5 6 7 12 15 20 26 27 July 3 10 11 16 19 20 24 25 27 28 30
for Ordinary Survey No. _____		3rd. When the beams were in and fastened, and before the decks were laid....	August 2 7 16 21 22 24 29 31 Sep. 15 7 11 13 20 26 28 October 1 3 5 8 10 15
Date _____		4th. When the ship was complete, and before the plating was finally coated or cemented..	24 30 31 Nov. 1 3 5 8 7 9 8 March 12 28 29 Apr
in builder's yard.		5th. After the ship was launched and equipped	

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

eral Remarks (State quality of workmanship, &c.) The workmanship is of good quality throughout. The vessel has been built in general conformity with the Rules for 1876 and 77 and in accordance with the Machinery section and the other drawings attached with a view to class 100 A1. This vessel was visited by the Committee when on their tour in 1877 and the compensation required for cutting the Main Deck and reducing the Hold stringers in way of the Boiler space have been carried out as approved and shown the drawings relating thereto. The tank in the Forehold is built on the McCutcheon principle and in the Afterhold the reverse frames are cut and compensated for by doubling the frames as required by the Rules.

The Ballast tanks tested to a Head of water the height of the upper deck & proved very satisfactory

34' 41' 168

poop, or awning deck; and the lengths of poop, forecassle, or raised quarter deck, and the length of double, or part double bottom.

tion? Inside Portland Cement Wupper turn of Outside 3 Coats of paint
100 A.1. Pilges & paint above

is received by me,) *HH*
187)

14th May 1878.

10A
 1000 Iron Bks 'double bottom' 168 ft
 Bks 3 1/2 2 msp. per