

IRON SHIP.

208 of 16-6-1878
1878

No. 464 Survey held at Dumbarton Date, First Survey July 16 1877 Last Survey 2nd May

On the Sr Sr Manora Master Coxen

ONNAGE under Tonnage Deck } 3166.20 ONE, OR TWO DECKED, THREE DECKED VESSEL.
 Ditto of Third, Spar, or Awning Deck }
 Ditto of Poop, or Raised Quarter Deck }
 Ditto of Houses on Deck } 75.72
 Ditto of Forecastles }
 Gross Tonnage 3242.0
 Less Crew Space 84.45
 for fees 3166.20
 Less Engine Room 1037.44
 Register Tonnage } 2120.11 as out on Beam }

SPAR, OR AWNING DECKED VESSEL.
 HALF BREADTH (moulded) 19 Feet.
 DEPTH from upper part of Keel to top of Upper Deck Beam: 31.6
 GIRTH of Half Midship Frame (as per Rule) 46
 1st NUMBER 96.6
 1st NUMBER, if a THREE-DECKED VESSEL 7
 [deduct 7 feet] 89.6
 LENGTH 370.2
 2nd NUMBER 33086.72
 PROPORTIONS—Breadths to Length 9.95
 Depths to Length—Upper Deck to Keel 11.96
 Main Deck ditto 15.69

Built at Dumbarton
 When built 1878 Launched 22nd March
 By whom built Wm Deany & Co
 Owners D Macneil 110A Wellington St Glasgow
P Deany Dumbarton
 Port belonging to LONDON Glasgow
 Destined Voyage Ind.
 If Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule ... 370.2 Feet. 370.2 Inches. BREADTH Moulded ... 30 Feet. 30 Inches. DEPTH top of Floors to Upper Deck Beams ... 29.4 Feet. 29.4 Inches. Do. do. Main Deck Beams ... 21.0 Feet. 21.0 Inches. Power of Engines ... Horse. N^o. of Decks with flat laid ... 3 N^o. of Tiers of Beams ... 3

	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.
KEEL, depth and thickness	11x3	11x3	11x3	11x3	11x3	11x3	11x3	11x3
STEM, moulding and thickness	11x3	11x3	11x3	11x3	11x3	11x3	11x3	11x3
STERN-POST for Rudder do. do.	11x6	11x6	11x6	11x6	11x6	11x6	11x6	11x6
for Propeller	11x6	11x6	11x6	11x6	11x6	11x6	11x6	11x6
Distance of Frames from moulding edge to moulding edge, all fore and aft	24	24	24	24	24	24	24	24
FRAMES, Angle Iron, for 2/3 length amidships	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2
Do. for 1/2 at each end	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2
REVERSED FRAMES, Angle Iron	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	25 1/2	25 1/2	25 1/2	25 1/2	25 1/2	25 1/2	25 1/2	25 1/2
thickness at the ends of vessel	19 1/2	19 1/2	19 1/2	19 1/2	19 1/2	19 1/2	19 1/2	19 1/2
depth at 1/4 the half-bdth. as per Rule	37	37	37	37	37	37	37	37
height extended at the Bilges	37	37	37	37	37	37	37	37
BEAMS, Upper, Spar, or Awning Deck	7	7	7	7	7	7	7	7
Single or double Angle Iron, Plate or Tee Bulb Iron	7	7	7	7	7	7	7	7
Single or double Angle Iron on Upper edge	4	4	4	4	4	4	4	4
Average space	4	4	4	4	4	4	4	4
BEAMS, Main or Middle Deck	9	9	9	9	9	9	9	9
Single or double Angle Iron, Plate or Tee Bulb Iron	9	9	9	9	9	9	9	9
Single or double Angle Iron, on Upper Edge	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2
Average space	4	4	4	4	4	4	4	4
BEAMS, Lower Deck, Hold, or Orlop	9	9	9	9	9	9	9	9
Single or double Angle Iron, Plate or Tee Bulb Iron	9	9	9	9	9	9	9	9
Single or double Angle Iron on Upper Edge	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2
Average space	4	4	4	4	4	4	4	4
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates	20 1/2	20 1/2	20 1/2	20 1/2	20 1/2	20 1/2	20 1/2	20 1/2
" Rider Plate	14	14	14	14	14	14	14	14
" Bulb Plate to Intercoastal Keelson	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2
" Angle Irons	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2
" Double Angle Iron Side Keelson	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2
" Side Intercoastal Plate	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2
" do. Angle Irons	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2
" Attached to outside plating with angle iron	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2
BILGE Angle Irons	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2
" do. Bulb Iron	11	11	11	11	11	11	11	11
" do. Intercoastal plates riveted to plating for 3/5 length	10/16	10/16	10/16	10/16	10/16	10/16	10/16	10/16
BILGE STRINGER Angle Irons	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2
Intercoastal plates riveted to plating for 3/5 length	10/16	10/16	10/16	10/16	10/16	10/16	10/16	10/16
SIDE-STRINGER Angle Irons	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2
Transoms, material. Knight-heads. Hawse Timbers.	Plating doubled							
Windlass	Steam. Iron. Patent. Pall Bitt							

The FRAMES extend in one length from Keel to Upper Deck Stringer Riveted through plates with 3/8 in. Rivets, about 6 apart.
 The REVERSED ANGLE IRONS on floors and frames extend from middle line to along main deck and to Deck Stringer 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 1/8 in. diameter, averaging 8 1/2 ins. from centre to centre.
 Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 3/8 in. diameter, averaging 3 3/4 ins. from centre to centre.
 Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/8 in. diameter averaging 3 3/4 ins. from centre to centre.
 Butts of 3 Strakes at Bilge for 2 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 3/8 in. diameter, averaging 3 3/4 ins. from cr. to cr.
 Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/8 in. diameter, averaging 3 3/4 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 1/2 length amidships. Butts of Upper or Spar Sheerstrake, treble riveted 1/2 length amidships.
 Butts of Main Stringer Plate, treble riveted for 1/2 length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for 1/2 length.
 Breadth of laps of plating in double riveting 5 6 Breadth of laps of plating in single riveting 5 6
 Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Part-treble the rest double
 Waterway, how secured to Beams Gutter waterway (Explain by Sketch, if necessary.)
 Beams of the various Decks, how secured to the sides? Forged bracket knees No. of Breasthooks, 5 Crutches, 4
 What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Mosend Parkhead
 Manufacturer's name or trade mark, Mosend Parkhead

The above is a correct description.
 Builder's Signature, Wm Deany & Co Surveyor's Signature, Wm Deany & Co
 Surveyor to Lloyd's Register of British and Foreign Shipping

IRON 477-0500

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? *They do*
 Are the fillings between the ribs and plates solid single pieces? *Single pieces*
 Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? *They do*
 Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? *They are*
 Do any rivets break into or through the seams or butts of the plating? *A few at corners of butts*

20846 Sun

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
Foremast 96' 9" x 27" 3 plates in section 7/8" thick butts part-tralle riveted. The rest with the edges double riveted
Mainmast 98.10 x 27 " " " "
Mizzen 79.11 x 22 " " " "
Foreyard 66' x 16 1/2" 2 plates in section 5/8" thick. butts part-tralle riveted. The rest double riveted
Landings single riveted

Brand of Iron *Portland* tested per rule

NUMBER for EQUIPMENT	Fathoms.	Inches.	Test per Certificate.	Length & Size req'd per 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.
36534	150	1 1/2	107.2	300.276	107.70	Wilton Bowers	11500	41.1.33	56.14.2.0	40	35 1/20
	Chain	150	2 1/2		76.50	LPHN	11501	40.2.0	56.2.2.0	40	" 1/20
							11551	33.0.21	31.0.1.7	34	31 1/20
							11515	12.0.23	14.1.3	15	-
							11502	6.1.8	8.12.2	7 1/2	-
							11503	2.3.23	5.10.0	3 1/4	-

Standing and Running Rigging *Wire & hemp* sufficient in size and *good* quality. She has *6* Long Boats and
 The Windlass is *Iron* Capstan *Iron* Steam and Rudder *good* Pumps *good*

Engine Room Skylights.—How constructed? *Iron casings* How secured in ordinary weather? *by bolts*

What arrangements for deadlights in bad weather? *Grates and deadlights*

Coal Bunker Openings.—How constructed? *Iron upper deck* How are lids secured? *by slots* Height above deck? *flush*

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

Open rail & stention bulwarks above sheerstrake

Cargo Hatchways.—How formed? *Iron casings*

State size Main Hatch *20' x 12'* Forehatch *8' x 8'* Quarterhatch *11' x 8'*

If of extraordinary size, state how framed and secured? *Iron deck doubled with a tie plate ahead of hatchway*

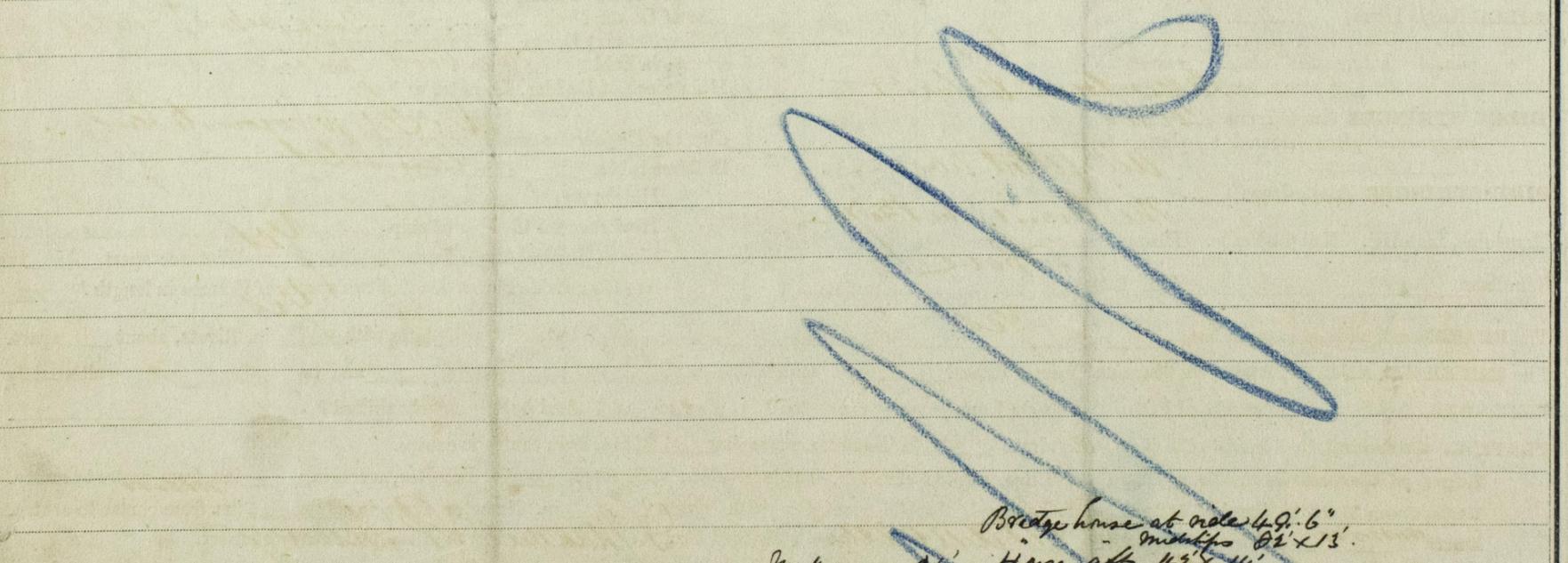
What arrangement for shifting beams? *2 hull iron shifting beams and wood fore after at upper deck Wood shifting*

Hatches, If strong and efficient? *beam at main deck.*

Order for Special Survey No. *1247* Date *July 1977*
 Order for Ordinary Survey No. *197* Date *July 1977*
 No. *197* in builder's yard.

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

The Workmanship is good. She is built in accordance with the appended Midship section and Plans.



State if one, two, or three, decked vessel, or if open, or awning decked, and the lengths of *Monkey* fore-castle, *24'* 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 *+100A1*

The amount of the Entry Fee ... £ 5 : : : is received by me, *Mo. 4d.*

May 1878 Special ... £ 104 : 3 : : May 1878 Certificate ... *hinter*

(Travelling Expenses, if any, £ s. d.)

Committee's Minute *7th, May. 1878.*

Character assigned *100A1* *3 Decks Iron Deck*

Lloyd's Register of Shipping

London 1878