

IRON 477-0506

IRON SHIP.

20850
Rev 13/5/78

No. 4653 Survey held at Glasgow Date, First Survey 26th Oct 1874 Last Survey 8th May 1878
On the S.S. "Merionethshire" Master J. Sturrock

TONNAGE under Tonnage Deck	1816.55	ONE, OR TWO DECKED, THREE DECKED VESSEL.	Built at Glasgow
Ditto of Third, Span, or Awning Deck		SPAR, OR AWNING-DECKED VESSEL.	When built 1878 Launched 5 th April 1878
Ditto of Poop, or Raised Or. Dk.		HALF BREADTH (moulded)	By whom built The London & Glasgow Engineering & Shipbuilding Co. Limited
Ditto of Houses on Deck	67.33	DEPTH from upper part of Keel to top of Upper Deck Beam	Owners D. J. Jenkins & Co.
Ditto of Forecastle	22.93	GIRTH of Half Midship Frame (as per Rule)	Port belonging to London
Gross Tonnage	1906.81	1st NUMBER	Destined Voyage
Less Crew Space	51.52	1st NUMBER, if a THREE-DECKED VESSEL	Surveyed while Building, Afloat, or in Dry Dock.
Less Engine Room	610.18	LENGTH	
Register Tonnage as cut on Beam	1245.11	2nd NUMBER	
		PROPORTIONS—Breadths to Length	
		Depths to Length—Upper Deck to Keel	
		Main Deck ditto	

LENGTH on deck as per Rule 298 6 BREADTH—Moulded... 34 DEPTH top of Floors to Upper Deck Beams 24 Do. do. Main Deck Beams 17 Power of Engines 250 Horse. No. of Decks with flat laid Two No. of Tiers of Beams Three

Dimensions of Ship per Register, length, 301.5 breadth, 34.2 depth, 24.05

	Inches in Ship.	Inches per Rule.		Inches in Ship.	Inches per Rule.
KEEL, depth and thickness	10 x 2 3/4	10 x 2 3/4	PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges	36	12
STEM, moulding and thickness	10 x 2 3/4	10 x 2 3/4	of doubling at Bilge, or increased thickness, and length applied	11	11
STERN-POST for Rudder do. do.	10 x 5 1/2	10 x 5 1/2	fm up. part of Bilge to l. edge of Sh'rstrake	11	11
for Propeller	10 x 5 1/2	10 x 5 1/2	Main Sheerstrake, breadth and thickness	40	14
Distance of Frames from moulding edge to moulding edge, all fore and aft	24	(Class 100 A)	of d'bling at Sh'rstrake, & length applied from Mn. to Up. or Spar Dk. Sh'rstrake.	40	14
FRAMES, Angle Iron, for 3/4 length amidships	5 x 3	5 x 3	Up. or Spar Dk. Sh'rstrake, breadth & thickness		
Do. for 1/2 at each end	5 x 3	5 x 3	Butt Straps to outside plating, breadth & thickness	19 1/2 x 11 1/4	15-11
REVERSED FRAMES, Angle Iron	3 x 3	3 x 3	Lengths of Plating	12 ft.	11 1/4
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	23 x 9	23 x 9	Shifts of Plating, and Stringers	Two spaces	Two spaces
thickness at the ends of vessel	11 1/2	11 1/2	Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness	43	9
depth at 3/4 the half-bdth. as per Rule	11 1/2	11 1/2	Angle Iron on ditto	4 x 4 x 9	4 x 4 x 9
height extended at the Bilges	Twice	Twice	Tie Plates fore and aft, outside Hatchways	14 x 8	14 x 8
BEAMS, Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	7 x 7	7 x 7	Diagonal Tie Plates on Beams No. of Pairs	Beams plated with 5/16	14 x 8
Single or double Angle Iron on Upper edge	3 x 3	3 x 3	Planksheer material and scantling	as per sketch	
Average space	48	48	Waterways do. do.	Gutter	
BEAMS, Main, or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	8 x 8	8 x 8	Flat of Upper Deck do. do.	Teak	3 1/2 x 3 1/2
Single or double Angle Iron, on Upper Edge	3 x 3	3 x 3	How fastened to Beams	Nuts & Screws	27/32
Average space	48	48	Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness	43	10
BEAMS, Lower Deck, Hold, or Orlop Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	8 1/2 x 8	8 1/2 x 8	Is the Stringer Plate attached to the outside plating?	Yes	Yes
Single or double Angle Iron on Upper Edge	3 x 3	3 x 3	Angle Irons on ditto, No. 2	4 x 4 x 9	4 x 4 x 9
Average space	2nd 4 ft. frame	2nd 4 ft. frame	Tie Plates, outside Hatchways	Complete iron	7/8 x 5/8
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates	23 1/4 x 13	23 1/4 x 13	Diagonal Tie Plates on Beams, No. of pairs	dict. not	7/16 x 5/8
" Rider Plate	13 x 13	13 x 13	Waterways materials and scantlings	covered with	
" Bulb Plate to Intercoastal Keelson	8 1/2 x 8	8 1/2 x 8	Flat of Middle Deck do. do.	wood	
" Angle Irons	6 x 4	6 x 4	How fastened to Beams	Riveted	
" Double Angle Iron Side Keelson	6 x 4	6 x 4	Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	37	9
" Side Intercoastal Plate	6 x 4	6 x 4	Is the Stringer Plate attached to the outside plating?	Yes	Yes
" do. Angle Irons	3 1/2 x 3 1/2	3 1/2 x 3 1/2	Angle Irons on ditto, No. 2	4 x 4 x 9	4 x 4 x 9
" Attached to outside plating with angle iron	3 1/2 x 3 1/2	3 1/2 x 3 1/2	Stringer or Tie Plates, outside Hatchways	4 x 4 x 9	4 x 4 x 9
BILGE Angle Irons	6 x 4	6 x 4	Flat of Lower Deck		
" do. Bulb Iron 3/5 length	8 1/2 x 8	8 1/2 x 8	Ceiling between Decks, thickness and material in hold	Iron and wood spanning	
" do. Intercoastal plates riveted to plating for 1/2 length	9	9	Main piece of Rudder, diameter at head	2 1/2	2 1/2
BILGE STRINGER Angle Irons	6 x 4	6 x 4	do. at heel	7 1/2	7 1/2
Intercoastal plates riveted to plating for 3/5 length	9	9	Can the Rudder be unshipped afloat?	Yes	3 3/4
SIDE STRINGER Angle Irons			Bulkheads No. 6 Thickness of	6	6

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

The FRAMES extend in one length from Keel to Gunwale

The REVERSED ANGLE IRONS on floors and frames extend from middle line to above middle deck stringers and to upper deck 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 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 3/4 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 7/8 in. diameter averaging 3 3/4 ins. from centre to centre.

Butts of 3 Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 1/16 thicker than the plates they connect.

Edges from bilge to Main Sheerstrake, worked clencher, double riveted; with rivets 7/8 in. diameter, averaging 3 3/4 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 7/8 in. diameter, averaging 3 3/4 ins. from cr. to cr.

Edges of Main Sheerstrake, double 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 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 1/4

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double riveted Riveted?

Waterway, how secured to Beams Gutter (Explain by Sketch, if necessary.)

Beams of the various Decks, how secured to the sides? By knees turned down No. of Breasthooks, Nine Crutches, Five

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Best

Manufacturer's name or trade mark, Angles and Bulbs, Stockton Malleable Iron Co. Plates Corbett

The above is a correct description.

Builder's Signature, M. Kelly Surveyor's Signature, Saml. Laphroon

Surveyor to Lloyd's Register of British and Foreign Shipping.

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* 208508

Masts, Bowsprit, 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 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 *Two Masts. Schooner rigged.*
"Consett, Best Best" Fore Mast *Length. half. full. head*
Jan, Hot and cold Main Mast *85-26-19-17* } 3 plates in circle 6x5 double riveted edges treble
tested Main Mast *75-24 1/2-21-16* } riveted butts, doubled at hatches for 8 feet

NUMBER for EQUIPMENT <i>25562</i>		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.	Weight req'd per Rule.	Test req'd per Rule.
<i>Two sub</i>	SAILS.	CABLES, &c.	<i>270</i>	<i>1 13/16</i>	<i>59.2.2.0</i>	<i>270-1 13/16</i>	Bowers	<i>1</i>	<i>32.0.7</i>	<i>30.5.1.7</i>	<i>32</i>	<i>30 3/4</i>
	Fore Sails,	Chain	<i>82</i>	<i>15.0.0</i>	<i>82.15.0.0</i>	<i>82 3/4</i>	(State Machine where tested, make, & name of Surveyor.)	<i>Stock</i>	<i>7.1.25</i>			
	Fore Top Sails,	<i>28 1/2 30 3/4 37 1/2</i>						<i>Stock</i>	<i>32.1.6</i>	<i>30.7.4.21</i>	<i>32</i>	<i>30 3/4</i>
	Fore Topmast Stay Sails	<i>Iron</i>	<i>90</i>	<i>1 1/8</i>	<i>22.15.0.0</i>	<i>90-1 1/8</i>		<i>Stock</i>	<i>7.1.6</i>			
	Main Sails,	Hmpn Strm Cbl	<i>90</i>	<i>11</i>	<i>34.2.2.0</i>	<i>11 in Hemp</i>		<i>Stock</i>	<i>27.0.27</i>	<i>26.11.114</i>	<i>27 1/4</i>	<i>26 10/20</i>
	Main Top Sails,	Hawser ...	<i>90</i>			<i>90-11</i>		<i>Stock</i>	<i>6.1.10</i>			
and		Towlines ...	<i>90</i>	<i>7</i>		<i>90-7</i>	Stream		<i>13.0.0</i>	<i>12.10.3.21</i>	<i>13</i>	
		Warp quality <i>New</i>					Kedges		<i>6.3.12</i>	<i>7.16.1.0</i>	<i>6 1/2</i>	
									<i>3.1.20</i>	<i>5.3.3.0</i>	<i>3 1/4</i>	

Standing and Running Rigging *Wire & Hemp* sufficient in size and *good* in quality. She has *Six* Boat *sway* (2 with buoyancy)

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

Engine Room Skylights.—How constructed? *Teak framing over iron* How secured in ordinary weather? *By Bars*

What arrangements for deadlights in bad weather? *Coming* *Teak framing with Bulls' eyes*

Coal Bunker Openings.—How constructed? *Circular castings* How are lids secured? *Locked* Height above deck? *about 6 ins*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *5 water ports, 7 scuppers and 3 moving pipes each side*

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

State size Main Hatch *20' x 10'* Forehatch *10' x 10'* Quarterhatch *12 x 10*

If of extraordinary size, state how framed and secured? } *Portable Beams*

What arrangement for shifting beams?

Hatches, If strong and efficient? *Yes*

Order for Special Survey No. <i>1299</i>	DATES 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- Oct 26, 27, 29, 31, Nov 1, 6, 9, 13, 14, 15, 19</i>
Date <i>30th Aug 1877</i>		2nd. On the plating during the process of riveting	<i>Nov 26, 30, Dec 3, 6, 8, 10, 14, 19, 20, 24, 31</i>
Order for Ordinary Survey No.		3rd. When the beams were in and fastened, and before the decks were laid....	<i>1878 Jan, 7, 10, 13, 18, 21, 25, 26, 30, 31</i>
Date		4th. When the ship was complete, and before the plating was finally coated or cemented..	<i>Feb 4, 1, 4, 7, 11, 13, 15, 18, 21, 27, 28</i>
No. <i>205</i> in builder's yard.		5th. After the ship was launched and equipped	<i>March 4, 5, 9, 13, 16, 19, 20, 22, 26, 29</i> <i>April 3, 5, 11, 22, 26 May 3, 6, 7, 8th</i>

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

The Workmanship is of good quality—Built in accordance with the approved sketches of midship and longitudinal sections herewith and in general conformity with the Rules with a view to the grade contemplated.

Fitted with Forecastle 40 feet long, Midship House 26 ft long Bridge deck 17 ft long, Boiler and Funnel casing of iron 28 x 11 x 7 high After House 35 x 15

State if one, two, or three, decked vessel, or if spar, or sailing 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 and Paint* Outside *Paint*

I am of opinion this Vessel should be Classed *100 A 1 "Three-Decked Rule"*

The amount of the Entry Fee ... £ *5* : *3* : *0* is received by me,

Special ... £ *21* : *4* : *6* *May 1878*

Certificate ... *limited*

(Travelling Expenses, if any, £ *—*).

Committee's Minute *14th, May. 1878.*

Characier assigned

100 A 1
2 Dps 3 Top Bars Iron Pl
14th May 1878