

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. Dh.	-	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 [deduct 7 feet]	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 -	Power of Engines	250	N ^o . of Decks with flat laid	Two	N ^o . of Tiers of Beams	Three
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Dimensions of Ship per Register, length, 301.5 breadth, 34.2 depth, 24.05

	Inches in Ship.			Inches per Rule.		
	Inches.	16ths.	Inches.	Inches.	16ths.	Inches.
KEEL, depth and thickness	10	23/4	10	23/4	10	23/4
STEM, moulding and thickness	10	23/4	10	23/4	10	23/4
STERN-POST for Rudder do. do.	10	5 1/2	10	5 1/2	10	5 1/2
for Propeller	10	5 1/2	10	5 1/2	10	5 1/2
Distance of Frames from moulding edge to moulding edge, all fore and aft	24		24		24	
FRAMES, Angle Iron, for 3/4 length amidships	5	3	5	3	5	3
Do. for 1/2 at each end	5	3	5	3	5	3
REVERSED FRAMES, Angle Iron	3	3	3	3	3	3
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	23	9	23	9	23	9
thickness at the ends of vessel	-	-	-	-	-	-
depth at 3/4 the half-bdth. as per Rule	11 1/2	-	11 1/2	-	11 1/2	-
height extended at the Bilges	Twice		Twice		Twice	
BEAMS, Upper, Spar, or Awning Deck Single or double Angle Iron, Plate or Tee Bulb Iron	7	7	7	7	7	7
Single or double Angle Iron on Upper edge	3	3	3	3	3	3
Average space	48	-	48	-	48	-
BEAMS, Main, or Middle Deck Single or double Angle Iron, Plate or Tee Bulb Iron	8	8	8	8	8	8
Single or double Angle Iron, on Upper Edge	3	3	3	3	3	3
Average space	48	-	48	-	48	-
BEAMS, Lower Deck, Hold, or Orlop Single or double Angle Iron, Plate or Tee Bulb Iron	8 1/2	8	8 1/2	8	8 1/2	8
Single or double Angle Iron on Upper Edge	3	3	3	3	3	3
Average space	2 nd 4 1/4 frame		2 nd 4 1/4 frame		2 nd 4 1/4 frame	
KEELSONS Centre line, single or double plate, box, or Intercostal, Plates	23 3/4	13	23 3/4	13	23 3/4	13
" Rider Plate	13	13	13	13	13	13
" Bulb Plate to Intercostal Keelson	8 1/2	8	8 1/2	8	8 1/2	8
" Angle Irons	6	4	6	4	6	4
" Double Angle Iron Side Keelson	6	4	6	4	6	4
" Side Intercostal Plate	-	-	-	-	-	-
" do. Angle Irons	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 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
BILGE Angle Irons	6	4	6	4	6	4
" do. Bulb Iron	8 1/2	8	8 1/2	8	8 1/2	8
" do. Intercostal plates riveted to plating for 1/2 length	-	-	-	-	-	-
BILGE STRINGER Angle Irons	6	4	6	4	6	4
Intercostal plates riveted to plating for 3/5 length	-	-	-	-	-	-
SIDE STRINGER Angle Irons	-	-	-	-	-	-
Transoms, material. Knight-heads. Hawse Timbers.	Iron					
Windlass Napier's Patent Pall Bitt	-					

	Inches.	16ths.	Inches.	16ths.
Flat Keel Plates, breadth and thickness	36	12	36	12
PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilge	11	-	11	-
of doubling at Bilge, or increased thickness, and length applied	-	-	-	-
fm up. part of Bilge to lr. edge of Sh'rstrake	11	-	11	-
Main Sheerstrake, breadth and thickness	40	14	40	14
of doubling at Sh'rstrake, & length applied	-	-	-	-
from Mn. to Up. or Spar Dk. Sh'rstrake	-	-	-	-
Up. or Spar Dk. Sh'rstrake, breadth & thickness	-	-	-	-
Butt Straps to outside plating, breadth & thickness	19 1/2	11 1/4	15-11	12 3/4
Lengths of Plating	12 1/2	-	11 1/4	15-11
Shifts of Plating, and Stringers	Two spaces			
Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness	43	9	43	9
Angle Iron on ditto	4	4	4	4
Tie Plates fore and aft, outside Hatchways	14	8	14	8
Diagonal Tie Plates on Beams No. of Pairs,	Beams plated with 1/16 iron as per sketch			
Planksheer material and scantling	Gutter			
Waterways do. do.	Flat of Upper Deck do. do.			
Flat of Upper Deck do. do.	How fastened to Beams			
How fastened to Beams	Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness			
Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness	43	10	43	10
Is the Stringer Plate attached to the outside plating?	Yes			
Angle Irons on ditto, No. 2	4	4	4	4
Tie Plates, outside Hatchways	Diagonal Tie Plates on Beams, No. of pairs			
Diagonal Tie Plates on Beams, No. of pairs	Waterways materials and scantlings			
Waterways materials and scantlings	Flat of Middle Deck do. do.			
Flat of Middle Deck do. do.	How fastened to Beams			
How fastened to Beams	Stringer Plates on ends of Lower Deck, Hold or Orlop Beams			
Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	37	9	37	9
Is the Stringer Plate attached to the outside plating?	Yes			
Angle Irons on ditto, No. 2	4	4	4	4
Stringer or Tie Plates, outside Hatchways	4	4	4	4
Stringer or Tie Plates, outside Hatchways	Flat of Lower Deck			
Flat of Lower Deck	Ceiling betwixt Decks, thickness and material			
Ceiling betwixt Decks, thickness and material	in hold			
in hold	Main piece of Rudder, diameter at head			
Main piece of Rudder, diameter at head	2 1/2	-	2 1/2	-
do. at heel	7 1/2	-	7 1/2	-
Can the Rudder be unshipped afloat?	Yes			
Bulkheads No. 6 Thickness of	6	-	6	-
Height up	How secured to sides of ship			
How secured to sides of ship	Size of Vertical Angle Irons			
Size of Vertical Angle Irons	Are the outside Plates doubled two spaces of Frames in length?			
Are the outside Plates doubled two spaces of Frames in length?	Bulkheads of Water ballast tanks satisfactorily strengthened			
Bulkheads of Water ballast tanks satisfactorily strengthened	Riveted through plates with 3/4 in. Rivets, about 6 apart.			

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 stringer 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 1/2 Breadth of laps of plating in single riveting -

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 Coy. Plates Consell

The above is a correct description.

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

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* 20850

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* *hul* *hul* *hul*
Iron, Hot and cold *Main Mast* 85 - 26 - 19 - 17 } 3 plates in circle 6x5 double riveted edges treble
 75 - 24 1/2 - 21 - 16 } riveted butts, doubled at hatches for 8 feet,
tested

N ^o .	SAILS.	CABLES, &c.	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.	W'ght req'd per Rule.	Test req'd per Rule.	
		Chain	270	1 13/16	59.2.2.0	270-1 13/16	59 1/8	Bowers	1	32.0.7	30.5.1.7	32	30 3/4
	Fore Sails,	Breakings			82.15.0.0		82 3/4	Stalk	1	7.1.25			
	Fore Top Sails,	Iron	90	1 1/8	22.15.0.0	90-1 7/8	Iron or	Stalk	1	32.1.6	30.7.0.21	32	30 3/4
	Fore Topmast Stay Sails	Hmpn Strm Cbl	90	11	34.2.2.0	11 in Hemp		Stalk	1	7.1.6			
	Main Sails,	Hawser ...	90	7		90-11		Stalk	1	27.0.27	26.11.114	27 1/4	26 10/20
	Main Top Sails,	Towlines ...	90	7		90-4		Total		6.1.10			
	and	Warp						Total		91.2.12	Total	91 1/4	
		quality <i>New</i>						Stream		13.0.0	12.10.3.21	13	
								Kedges		6.3.12	7.16.1.0	6 1/2	
										3.1.20	5.3.3.0	3 1/4	

Standing and Running Rigging *Wire & Hemp* sufficient in size and *good* in quality. She has *Six* ~~Boats~~ *Boats* (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 mousing 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? } *Portable Beams*

Hatches, If strong and efficient? *Yes*

Order for Special Survey No.	Date	Surveys held while building as per Section 18.	1st.	2nd.	3rd.	4th.	5th.
1299	30 th Aug 1877		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
			1877 - Oct 26, 27, 29, 31, Nov 1, 6, 9, 13, 14, 15, 19	Nov 26, 30, Dec 3, 6, 8, 10, 14, 19, 20, 24, 31	1878 Jan 7, 10, 13, 18, 21, 25, 26, 30, 31	Feb 4, 1, 4, 7, 11, 13, 15, 18, 21, 27, 28	March 4, 5, 9, 13, 16, 19, 20, 22, 26, 29
							April 3, 5, 11, 22, 26 May 3, 6, 7, 8 th

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 arming decked; and the lengths of poop, fore-castle, 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 : : : is received by me, *Saml. Lanthorn*

Special ... £ 41 : 4 : 6 *May 1878*
 Certificate ... *limited*

(Travelling Expenses, if any, £ ...)
 Committee's Minute *14th, May, 1878.*

Characier assigned *100 A 1*
Lloyd's No 2 Dps 3 Top Bars Iron Deck
 This vessel appears eligible to be classed 100 A 1 as recommended by the 3rd class of Rules "Iron Deck" *Lloyd's Register*