

# IRON SHIP.

23894  
Date, First Survey 11 September 1879  
Last Survey 25 June 1879

No. 4909 Survey held at Ranpau  
On the "OXTON" (FOUR SCREENS)

Date, First Survey 11 September 1879

Last Survey 25 June 1879

11.20  
1879

Master Alex Mc Dougall

TONNAGE under Tonnage Deck 431.04  
Ditto of Third Spar, or Arming Deck.  
Ditto of Poop, or Raised Or. Dk.  
Ditto of Houses on Deck  
Ditto of Forecastle

ONE, OR TWO DECKED, THREE DECKED VESSEL.  
~~SEAS, OR ADVANCED DECKED VESSEL.~~

Built at Ranpau

When built 1879 Launched June 79

By whom built Offt Simons Ran.

Owners Birkenhead Ferry Commissioners  
Birkenhead

Port belonging to Liverpool

Destined Voyage Ferry traffic to Port of Birkenhead

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

under special survey

Gross Tonnage 431.04

Less Crew Space

Less Engine Room 302.16

Register Tonnage as cut on Beam 128.88

HALF BREADTH (moulded) 22.5

DEPTH from upper part of Keel to top of Upper Deck Beams 13.75

GIRTH of Half Mainship Frame (as per Rule) 30.75

1st NUMBER 67

~~2nd NUMBER, 70 DECKED VESSEL~~

LENGTH 129

2nd NUMBER 643

PROPORTIONS—Breadths to Length 2.8

Depths to Length—Upper Deck to Keel 9.3

Main Deck ditto

LENGTH on deck as per Rule 129 Feet. Inches. BREADTH—Moulded 45 Feet. Inches. DEPTH top of Floors to Upper Deck Beams 12.4 Feet. Inches. Power of Engines 98 Horse. N° of Decks with flat laid ONE N° of Tiers of Beams ONE

Dimensions of Ship per Register, length, 130 breadth, 45.2 depth, 12.05

KEEL, depth and thickness 7 1/2 x 1 1/2

STEM, moulding and thickness 16 1/2 x 3 1/8

STERN-POST for Rudder do. do. 6 1/2 x 3 1/4

" " for Propeller 21

Distance of Frames from moulding edge to moulding edge, all fore and aft 21

FRAMES, Angle Iron, for 3/4 length amidships 4 3 7/16

Do. for 1/2 at each end 4 3 7/16

REVERSED FRAMES, Angle Iron 3 3 7/16

FLOORS, depth and thickness of Floor Plate at mid line for half length amidships 20 x 7/16

" thickness at the ends of vessel 7/16

" depth at 3/4 the half-bdth. as per Rule 7/16

" height extended at the Bilges. AS PER SECTION

BEAMS, Upper, Spar or Arming Deck 7 x 5 x 8/16

Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 7 x 5 x 7/16

Single or double Angle Iron on Upper edge 42 in.

Average space 42 in.

BEAMS, Lower Deck, Hold, or Orlop 14 x 5 x 5/16

Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 14 x 5 x 8/16

Single or double Angle Iron on Upper Edge 3 1/2 3 7/16

KEELSONS Centre line, single or double plate, 14 x 5 x 5/16

do. Intercoastal, Plates 14 x 5 x 8/16

" Rider Plate 3 1/2 3 7/16

" Bulb Plate to Intercoastal Keelson 3 1/2 3 7/16

" Angle Irons 3 1/2 3 7/16

" Double Angle Iron Side Keelson 3 1/2 3 7/16

" Side Intercoastal Plate 3 1/2 3 7/16

" do. Angle Irons 3 1/2 3 7/16

" Attached to outside plating with angle iron 3 1/2 3 7/16

BILGE Angle Irons 3 1/2 3 7/16

" do. Bulb Iron 16 x 8/16

" do. Intercoastal plates riveted to plating for 2/3 length 16 x 8/16

BILGE STRINGER Angle Irons 3 1/2 3 7/16

Intercoastal plates riveted to plating for 2/3 length 16 x 8/16

SIDE STRINGER Angle Irons 4 3 7/16

Transoms, material. Knight-heads. Hawse Timbers. Iron plates angled.

Windlass Greenheart Iron Pall Bitt Greenheart.

The FRAMES extend in one length from Keel to Gunnwale

The REVERSED ANGLE IRONS on floors and frames extend from middle line to upper 1/7 Bilge and to Gunnwale 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 in. diameter, averaging 5 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 1/4 ins. from centre to centre.

" Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 in. diameter averaging 3 1/4 ins. from centre to centre.

" Butts of Strakes at Bilge for length, treble riveted with Butt Straps 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 1/4 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 3 1/4 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 length amidships. Butts of Upper or Spar Sheerstrake, treble riveted for length amidships.

" Butts of Main Stringer Plate, treble riveted for length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length amidships.

" Breadth of laps of plating in double riveting 4 1/2 Breadth of laps of plating in single riveting 2 3/4

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Double and Treble as per rule.

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

Beams of the various Decks, how secured to the sides? Beam knee. Riveted to frames

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

Manufacturer's name or trade mark, Plates. Skorne

The above is a correct description.

Builder's Signature, Wm Simons Ran.

Surveyor's Signature, James Jardie

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



Workmanship. Are the butts of plating planed or otherwise fitted? *Planed & shaved & brashed*  
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? *Very few and in butts only.*

Masts, Bowsprit, Yards, &c., are in 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

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	N <sup>o</sup> .	Weight. Ex. Stock.	Test per Certificate	W'ght req'd per Rule.	Machine where Tested & Suprntd.
SAILS.	CABLES, &c.						Bower Anchors					
	Chain	90	1 1/6	20 3/10				1	4.3.21	7 1/2		
Fore Sails,	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	14	1 1/8	30 4/10								
Fore Top Sails,	Iron Str'm Chain			22 3/4								
Fore Topmast Stay Sails,	Ditto do.			34 1/8								
Main Sails,	Hmpn Strm Cbl	80	9				Stream					
Main Top Sails,	Hawser						Kedge					
and	Towlines						Ditto					
	Warp											
	quality											

Standing and Running Rigging sufficient in size and in quality. She has *one* Long Boat and  
The Windlass is *Greenheart & Iron* Capstan and Rudder *good* Pumps *Iron, six inch*  
Engine Room Skylights. How constructed? *Iron casing to Bridge* How secured in ordinary weather?  
What arrangements for deadlights in bad weather?  
Coal Bunker Openings. How constructed? *Cas Iron framed* How are lids secured? *Locking Lid* Height above deck? *1 1/2 in*  
Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *Iron flooring ports on each side*

~~Cargo Hatchways.~~ How framed?  
State size Main Hatch Forehatch Quarterhatch  
If of extraordinary size, state how framed and secured?  
What arrangement for shifting beams?  
~~Hatches, if strong and efficient?~~

Order for Special Survey No. <i>1878</i>	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>1878. September 11. 18. 25. October 1. 4. 7. 10. 11. 15. 28.</i>
Date <i>Sept. 30 1878</i>		2nd. On the plating during the process of riveting	<i>November 6. 13. 21. 22. 26. December 3. 11.</i>
Order for Ordinary Survey No. <i>1879</i>		3rd. When the beams were in and fastened, and before the decks were laid...	<i>1879. January 8. 22. 29. February 5. 7. 11. 19. 26.</i>
Date <i>✓</i>		4th. When the ship was complete, and before the plating was finally coated or cemented..	<i>March 12. 26. April 29. 21. 25. 30. May 7. 14</i>
No. <i>214</i> in builder's yard.		5th. After the ship was launched and equipped	<i>21. 28. June 4. 16. 18. 25.</i>

General Remarks (State quality of workmanship, &c.)  
*This vessel is intended for the Luggage traffic between Liverpool & Bournemouth is fitted with two sterns at each end - the Bulkhead at Middle Line to within 25 ft. of each end dividing vessel into eight watertight compartments.*  
*Has been constructed in accordance with approved and amended midship sections together with longitudinal section. Keel with 10 ft. 6 in. build and in my opinion worthy of the class recommended below. She outfit not being required for ferry traffic reg. 1. omitted.*

Engine Casing - 15.0" x 20.0" (7 ton nominal engine 18 hp, casing)  
State if one, two, or three decked vessel, or if open, or awning decked, and the length of poop, forecastle, or raised quarter deck, and the length of double, or part double bottom.

How are the surfaces preserved from oxidation? Inside *Cauterized bottom Fairbairn* Outside *Paint*  
I am of opinion this Vessel should be Classed *100 A.*

The amount of the Entry Fee ... £ 5 : - : - is received by me, *James Dundie*  
Special ... £ 21 : 11 : - July 1879  
Certificate ... *Printed*  
(Travelling Expenses, if any, £ 5. 5. =).

Committee's Minute 18  
Character assigned *100 A.*  
*IRON Ferry Purposes*  
Surveyor to Lloyd's Register of British and Foreign Shipping.  
This vessel appears eligible to be classed as recommended by Lloyd's Register Foundation.

Send to owners direct from you own