

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

Master Alex Mc Dougall

11.20
1879

TONNAGE under Tonnage Deck } 431.04
 Ditto of Third, Spar, or Lower Deck }
 Ditto of Poop, or Raised Or. Dk. }
 Ditto of Houses on Deck }
 Ditto of Eborcastle }
 Gross Tonnage 431.04
 Less Crew Space }
 Less Engine Room } 302.16
 Register Tonnage as cut on Beam } 128.88

ONE, OR TWO DECKED, THREE DECKED VESSEL.
~~SEAS, OR ADVANCED DECKED VESSEL.~~
HALF BREADTH (moulded) 22.5 Feet.
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, if a 3-DECKED VESSEL~~
LENGTH 129
2nd NUMBER 8643
PROPORTIONS—Breadths to Length 2.8
 Depths to Length—Upper Deck to Keel 9.3
 Main Deck ditto

Built at Ranpau
 When built 1879 Launched June 79
 By whom built Offr Simons & Co.
 Owners Birkenhead Ferry Commissioners
 Port belonging to Liverpool
 Destined Voyage Ferry traffic to Port of Birkenhead
 If Surveyed while Building, Afloat, or in Dry Dock. under special survey

Official Number

LENGTH on deck as per Rule ... 129 Feet. 129 Inches. **BREADTH**—Moulded... 45 Feet. 45 Inches. **DEPTH** top of Floors to Upper Deck Beams ... 12.4 Feet. 12.4 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

	Inches in Ship	Inches per Rule		Inches in Ship	Inches per Rule		Inches in Ship	Inches per Rule
KEEL , depth and thickness	7 1/2 x 1 1/2	7 1/2 x 1 1/2	PLATES in Garboard Strakes, breadth and thickness	30 x 9/16	30 x 9/16	of doubling at Bilge, or increased thickness and length applied	7/16	7/16
STEM , moulding and thickness	16 1/2 x 3 3/8	16 1/2 x 3 3/8	" fm up. part of Bilge to Ir. edge of Sh'rstrake	34 x 9/16	33 x 9/16	Main Sheerstrake, breadth and thickness	34 x 9/16	33 x 9/16
STERN-POST for Rudder do. do.	6 1/2 x 3 1/4	6 1/2 x 3 1/4	" Upper Spar Dk. Sh'rstrake breadth & thickness	10 - 7 - 9/16	9 3/4 - 7 - 9/16	Butt Straps to outside plating, breadth & thickness	7 1/2	7 1/2
" " for Propeller			Lengths of Plating	7 1/2	5 3/4	Shifts of Plating, and Stringers	2 1/2	2 3/4
Distance of Frames from moulding edge to moulding edge, all fore and aft	21	21	Gunwale Plate on ends of Upper Deck Beams	30 x 7/16	30 x 7/16	Upper Deck Beams, breadth and thickness	3 1/2	3 1/2
FRAMES , Angle Iron, for 2/3 length amidships	4 x 3 x 7/16	4 x 3 x 7/16	Angle Iron on ditto	3 1/2	3 1/2	Tie Plates fore and aft, outside Hatchways	8 x 7/16	8 x 7/16
Do. for 1/2 at each end	4 x 3 x 7/16	4 x 3 x 7/16	Diagonal Tie Plates on Beams, No. of Diagonals			Planksheer material and scantling	14 x 6 p.p.	
REVERSED FRAMES , Angle Iron	3 x 3 x 7/16	3 x 3 x 7/16	Waterways do. do.			Flat of Upper Deck do. do.	3 1/2	3 1/2
FLOORS , depth and thickness of Floor Plate at mid line for half length amidships	20 x 7/16	20 x 7/16	How fastened to Beams			Stringer Plates on ends of Lower Deck, Hold or Orlop Beams		
" thickness at the ends of vessel	7/16	7/16	Is the Stringer Plate attached to the outside plating?			Angle Irons on ditto, No.		
" depth at 2/3 the half-bdth. as per Rule	AS PER SECTION	AS PER SECTION	Tie Plates, outside Hatchways			Stringer or Tie Plates, outside Hatchways		
" height extended at the Bilges			Diagonal Tie Plates on Beams, No. of Diagonals			Waterways materials and scantlings		
BEAMS , Upper, Spar or Lower Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	7 x 5 x 8/16	7 x 5 x 7/16	Flat of Middle Deck do. do.			How fastened to Beams		
Single or double Angle Iron on Upper edge	4 1/2	4 1/2	Stringer Plates on ends of Main or Middle Deck			Stringer Plates on ends of Lower Deck, Hold or Orlop Beams		
Average space			Beams, breadth and thickness			Is the Stringer Plate attached to the outside plating?		
BEAMS , Lower Deck, Hold, or Orlop Single or d'ble Ang. Iron, Plate or Tee Bulb Iron			Angle Irons on ditto, No.			Angle Irons on ditto, No.		
Single or double Angle Iron on Upper Edge			Tie Plates, outside Hatchways			Stringer or Tie Plates, outside Hatchways		
KEELSONS Centre line, single or double plate, box or Intercoastal, Plates	14 x 5/16	14 x 5/16	Diagonal Tie Plates on Beams, No. of pairs			Waterways materials and scantlings		
" Rider Plate	14 x 8/16	14 x 8/16	Flat of Middle Deck do. do.			How fastened to Beams		
" Bulb Plate to Intercoastal Keelson			Stringer Plates on ends of Lower Deck, Hold or Orlop Beams			Is the Stringer Plate attached to the outside plating?		
" Angle Irons	3 1/2 x 3 x 7/16	3 1/2 x 3 x 7/16	Angle Irons on ditto, No.			Stringer or Tie Plates, outside Hatchways		
" Double Angle Iron Side Keelson			Stringer or Tie Plates, outside Hatchways			Waterways materials and scantlings		
" Side Intercoastal Plate			Diagonal Tie Plates on Beams, No. of pairs			Flat of Middle Deck do. do.		
" do. Angle Irons			Flat of Middle Deck do. do.			How fastened to Beams		
" Attached to outside plating with angle iron			Stringer Plates on ends of Lower Deck, Hold or Orlop Beams			Is the Stringer Plate attached to the outside plating?		
BILGE Angle Irons	3 1/2 x 3 x 7/16	3 1/2 x 3 x 7/16	Angle Irons on ditto, No.			Stringer or Tie Plates, outside Hatchways		
" do. Bulb Iron			Stringer or Tie Plates, outside Hatchways			Waterways materials and scantlings		
" do. Intercoastal plates riveted to plating for 2/3 length	16 x 8/16	16 x 8/16	Diagonal Tie Plates on Beams, No. of pairs			Flat of Middle Deck do. do.		
BILGE STRINGER Angle Irons	3 1/2 x 3 x 7/16	3 1/2 x 3 x 7/16	Flat of Middle Deck do. do.			How fastened to Beams		
Intercoastal plates riveted to plating for 2/3 length	16 x 8/16	16 x 8/16	Stringer Plates on ends of Lower Deck, Hold or Orlop Beams			Is the Stringer Plate attached to the outside plating?		
SIDE STRINGER Angle Irons	4 x 3 x 7/16	4 x 3 x 7/16	Angle Irons on ditto, No.			Stringer or Tie Plates, outside Hatchways		

Transoms, material. Knight-heads. Hawse Timbers. Iron plates angled.
 Windlass Greenheart & Iron Pall Bitt Greenheart
 Spindle

The **FRAMES** extend in one length from Keel to Gunwale Riveted through plates with 3/4 in. Rivets, about 6 apart.
 The **REVERSED ANGLE IRONS** on floors and frames extend from middle line to upper 1/7 Bilge and to Gunwale 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 ~~length amidships.~~
 " Butts of Main Stringer Plate, treble riveted for ~~length amidships.~~ Butts of Upper or Spar Stringer Plate, treble riveted for ~~length.~~
 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 transoms No. of Breasthooks, 2 Crutches, —
 What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Angle Iron. J. & R. Moore
 Manufacturer's name or trade mark, Plates. Skerme

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

2000-9217091

Workmanship. Are the butts of plating planed or otherwise fitted? *Planed & shears & brackets*
 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 *no masts* in *no* 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 ^o .	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, and	Hawser ...						Kedge					
	Towlines						Ditto					
	Warp ...											
	quality			<i>good</i>								

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? *Locking lid*
 What arrangements for deadlights in bad weather? *Iron flooring*
 Coal Bunker Openings.—How constructed? *Cast Iron frames* 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.	Date	Order for Ordinary Survey No.	Date	No.	DATES of Surveys held while building as per Section 18.
1878	Sept. 30/78			214	1st. On the several parts of the frame, when in place, and before the plating was wrought } 1878. September 11. 18. 25. October 1. 4. 7. 10. 11. 15. 28. 2nd. On the plating during the process of riveting } November 6. 13. 21. 22. 26. December 3. 11. 18. 3rd. When the beams were in and fastened, and before the decks were laid... } 1879. January 8. 22. 29. February 5. 7. 11. 19. 26. 4th. When the ship was complete, and before the plating was finally coated or cemented.. } March 12. 26. April 29. 21. 25. 30. May 7. 14. 5th. After the ship was launched and equipped } 21. 28. June 4. 16. 18. 25.

General Remarks (State quality of workmanship, &c.)
*This vessel is intended for the Luggage traffic between Liverpool & Bournemouth is fitted with two screws at each end - Also Bulkhead at Middle Line to within 25 feet of each end dividing vessel into eight watertight compartments.
 Has been constructed in accordance with approved and sanctioned midship sections together with longitudinal section. Keel with 10 well 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" (of Iron forming Engine Bed, casing)
 State if one, two, or three decked vessel, or if open, or awning decked, and the length 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 *Caulked in bottom Fairbairn* Outside *Faint*

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.**
Lloyd's Register
 TRW 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

(The Surveyors are requested not to write on or below the space for Committee's Minute.)
 Must be covered direct from you down