

IRON SHIP.

No. 1254 Survey held at Sunderland Date, First Survey July 2nd Last Survey December 11th 1880
On the Iron S. S. "Canonbury" Year 1880 Master Knutson

TONNAGE under
Tonnage Deck 1574.33
Hatchways 7.94
Ditto of Poop 64.33
Ditto of Houses 23.25
Ditto of Forecastle 6.16
Gross Tonnage 1676.01
Crew Space 59.70

ONE OR TWO DECKED, THREE DECKED VESSEL.
SPAR, OR AWNING-DECKED VESSEL.
Feet.
HALF BREADTH (moulded) 17.39
DEPTH from upper part of Keel to top of Upper Deck Beams 24.50
GIRTH of Half Midship Frame (as per Rule) 37.45
1st NUMBER 79.84
1st NUMBER, if a 3-DECKED VESSEL, deduct 7 feet 7.10
LENGTH 256.58
2nd NUMBER 18.689
PROPORTIONS—Breadths to Length 7.37
Depths to Length—Upper Deck to Keel 10.47
Main Deck ditto 15.09

Built at Sunderland
When built 1880 Launched Nov 4th
By whom built Blumer & Co
Owners Messrs Watts & Co
85 Gracechurch Street, E.C.
Port belonging to London
Destined Voyage West Indies
Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule 256 Feet. 6 Inches. BREADTH Moulded 34 Feet. 9 Inches. DEPTH top of Floors to Upper Deck Beams 21 Feet. 9 Inches. Power of Engines 150 Horse. No. of Decks with flat laid Two No. of Tiers of Beams Three

Dimensions of Ship per Register, length, 258.0 breadth, 35.0 depth, 21.35

	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	<u>9 x 2 1/2</u>	<u>9 x 2 1/2</u>						
STEM, moulding and thickness	<u>8 1/2 x 2 1/2</u>	<u>8 1/2 x 2 1/2</u>						
STERN-POST for Rudder do. do.	<u>8 1/2 x 5</u>	<u>8 1/2 x 5</u>						
" " for Propeller	<u>8 1/2 x 5</u>	<u>8 1/2 x 5</u>						
Distance of Frames from moulding edge to moulding edge, all fore and aft	<u>24</u>	<u>24</u>						
FRAMES, Angle Iron, for 1/2 length amidships	<u>4 1/2</u>	<u>3</u>	<u>8</u>	<u>4 1/2</u>	<u>3</u>	<u>8</u>		
Do. for 1/2 at each end	<u>4 1/2</u>	<u>3</u>	<u>7</u>	<u>4 1/2</u>	<u>3</u>	<u>7</u>		
REVERSED FRAMES, Angle Iron	<u>3</u>	<u>3</u>	<u>7</u>	<u>3</u>	<u>3</u>	<u>7</u>		
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	The bottom built on the Cellular system as per Mid Section.							
" thickness at the ends of vessel								
" depth at 3/4 the half-bdth. as per Rule								
" height extended at the Bilges								
BEAMS, Upper, Spar, or Awning Deck Single or double Ang. Iron, Plate or Tee Bulb Iron	<u>5 1/2</u>	<u>3</u>	<u>8</u>	<u>5 1/2</u>	<u>3</u>	<u>8</u>		
Single or double Angle Iron on Upper edge	<u>8</u>		<u>8</u>	<u>8</u>		<u>8</u>		
Average space	<u>24</u>		<u>24</u>					
BEAMS, Main, or Middle Deck Single or double Ang. Iron, Plate or Tee Bulb Iron	<u>6</u>	<u>3</u>	<u>8</u>	<u>6</u>	<u>3</u>	<u>8</u>		
Single or double Angle Iron on Upper edge	<u>8</u>		<u>9</u>	<u>8 1/2</u>		<u>8</u>		
Average space	<u>24</u>		<u>24</u>					
BEAMS, Lower Deck, Hold, or Orlop Single or double Ang. Iron, Plate or Tee Bulb Iron	<u>9 1/2</u>	<u>10</u>	<u>9 1/2</u>	<u>9</u>				
Single or double Angle Iron on Upper edge	<u>4.4</u>	<u>8</u>	<u>4.4</u>	<u>8</u>				
Average space	<u>9 to 8</u>		<u>9 to 8</u>					
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates	See top of Tank							
" Rider Plate								
" Bulb Plate to Intercoastal Keelson								
" Angle Irons	<u>5</u>	<u>4</u>	<u>9</u>	<u>5</u>	<u>4</u>	<u>9</u>		
" Double Angle Iron Side Keelson	Tank Girder as per approved plan							
" Side Intercoastal Plate	<u>3</u>	<u>3</u>	<u>7</u>	<u>3</u>	<u>3</u>	<u>7</u>		
" do. Angle Irons								
" Attached to outside plating with angle iron								
BILGE Angle Irons	Tank Girder & brackets							
" do. Bulb Iron								
" do. Intercoastal plates riveted to plating for length	<u>5</u>	<u>4</u>	<u>9</u>	<u>5</u>	<u>4</u>	<u>9</u>		
BILGE STRINGER Angle Irons	<u>8 x 6</u>		<u>8 x 6</u>					
Intercoastal plates riveted to plating for length	all							
SIDE STRINGER Angle Irons	See the Cellular system as per approved plan							
Transoms, material. Knight-heads. Hawse Timbers.	Iron							
Windlass	Harfield's Patent & Co. Secured to Carlingford							

The FRAMES extend in one length from Gunnwale to Gunnwale Riveted through plates with 7/8 in. Rivets, about 7 apart.

The REVERSED ANGLE IRONS on floors and frames extend from middle line to Main Deck Stringer A.C. 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 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 7/8 ins. from centre to centre.
" Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 7/8 in. diameter averaging 3 7/8 ins. from centre to centre.
" Butts of Three Strakes at Bilge for half 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 7/8 in. diameter, averaging 3 7/8 ins. from cr. to cr.
" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 7/8 in. diameter, averaging 3 7/8 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 half length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.
" Butts of Main Stringer Plate, treble riveted for half length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for half length.
" Breadth of laps of plating in double riveting 6 diam Breadth of laps of plating in single riveting 3

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

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

Beams of the various Decks, how secured to the sides? By Rivets to the frame No. of Breasthooks, 50 Crutches, 5

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

Manufacturer's name or trade mark, Bulbs and angles E. Hutchinson & Co. Johnson and Ryan and S. Juppach and Co.

The above is a correct description.
Builder's Signature, John Munn Surveyor's Signature, N. Moverly
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*

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 iron masts formed of plates two in the round 6 1/16 to 5 1/16 thick, double riveted edges, masts triple riveted with straps 1/16 thicker, plates doubled in way of the wedging. The fore Mast is 75 ft long by 23 in diam. Main Mast is 68 1/2 ft long by 21 in diam. Plates from the Stockton Foundry & Co.*

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Certificate	per Rule.	Tested & Suprntd.	
SAILS.		CABLES, &c.	270	1 ¹² / ₁₆	55 ¹ / ₂ - 17 ¹ / ₂	270.1 ¹² / ₁₆	Oct 8/80	Bower Anchors					Oct 8/80
N ^o .	Chain	270	1 ¹² / ₁₆	55 ¹ / ₂ - 17 ¹ / ₂	270.1 ¹² / ₁₆	Oct 8/80	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)					
Fore Sails,	Fore Top Sails,	Iron Str'm Chain	90	1 ¹ / ₁₆	20 ³ / ₁₀ 30 ⁴ / ₁₀	45.1 ¹² / ₁₆	Oct 8/80	5521	30.0.0	28.12.20	30.0.0	Oct 8/80	
Fore Topmast Stay Sails,	Fore Topmast	Ditto do.	Tested at L.P.H. Lipton by E.R. Sitt										
Main Sails,	Hmpn Strm Cbl	90	11 ¹ / ₂			90.11	Stream	5518	9.2.0	11.11.1.0	9.2.0	" "	
	Hawser	90	11			90.11	Kedge	5517	4.3.7	7.5.0.0	4.3.0	" "	
Main Top Sails,	Towlines	90	8			90.7	Ditto	5516	2.2.0	5.0.0.0	2.2.0	" "	
	Warp	90	7				Tested at L.P.H. Lipton by E.R. Sitt						
and	quality	90	6 ¹ / ₂	and other									

Standing and Running Rigging *G.I. Wire & Rope* sufficient in size and good in quality. She has *2 Life Long Boats* and *two others*. The Windlass is *Harfield's patent*; Capstan *4* Winches and Rudder *good* Pumps *4* hand which also work by Steam

Engine Room Skylights. How constructed? *Iron Coamings* How are lids secured? *Hand Screws*

What arrangements for deadlights in bad weather? *Solid Shutters fitted with Bulls Eyes*

Coal Bunker Openings. How constructed? *Iron Coamings* How are lids secured? *Hatch bars* Height above deck? *14" and 36"*

Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *Scuppers and Ports fitted in the Bulwarks*

Cargo Hatchways. How formed? *Iron Coamings fitted in the usual manner*

State size Main Hatch *24 ft x 11 1/2 ft* Fore hatch *11 1/2 ft x 8 ft* Quarter hatch *20 ft x 11 1/2 ft & 12 ft x 11 1/2 ft*

If of extraordinary size, state how framed and secured? *Fore and After Hatches have one and two Web plates*

What arrangement for shifting beams? *Beams respectively all have three wood fore and aft*

Hatches, If strong and efficient? *Solid and efficient. (Carlings)*

Order for Special Survey No. *2294* Date *22nd March/80* DATES of Surveys held while building as per Section 18.

Order for Ordinary Survey No. *2294* Date *22nd March/80* in builder's yard.

General Remarks (State quality of workmanship, &c.) *Good; See Letters: 19 Mar; 20 July; 22 Sep*

This Vessel has a full-Poop 26 feet long Topgallant Forecastle open at Front 30 ft long; and Bridge House amidships 52 ft long.

She is built on the principle, known as the Longitudinal Cellular Double Bottom; extending all fore and aft, including the Engine Space, total length 198 feet, containing 306 Tons; this length has four subdivisions each division has been tested as per Rule and found quite satisfactory.

Fore tank	48	40
Do Do	48	84
Engine Room do	32	67
After Tank	70	115
Total	198	306

State if one, two, or three decked vessel, or if open, or covering deck; 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 to Bilges; Paint above* outside *Paint & Tallow on Bottom*

I am of opinion this Vessel should be Classed *100.A. 1 two D^{ns}; 3 tiers of B^{ns}*

The amount of the Entry Fee ... £ 5 : 0 : 0 is received by me, *Dec 1880*

Special ... £ 65 : 8 : 0 *Decr 1880*

Certificate ... *Decr 1880*

(Travelling Expenses, if any, £ nil.)

Committee's Minute *Tuesday, December, 23rd 1880.*

Character assigned *100.A. 1*

Joseph Keen,
Surveyor to Lloyd's Register of British and Foreign Shipping.
This vessel appears to be classed & is recommended for entry in Lloyd's Register of Shipping.
25th Dec 1880.
Iron 211

* Take sent direct to Owners