

IRON SHIP.

No. 1254 Survey held at Sunderland Date, First Survey July 2nd Last Survey December 11th 1880
 On the Iron S. S. "Canonbury" Yard No. 57 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.
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
72.84
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, Wain & Co
85 Gracechurch Street, E.C.
 Port belonging to London
 Destined Voyage West Indies
 Surveyed while Building, Afloat, or in Dry Dock.

Official No.

Less Engine Room 536.32
 Register Tonnage as cut on Beam } 1079.99

LENGTH on deck as per Rule ... 256 **BREADTH** Moulded ... 34 **DEPTH** top of Floors to Upper Deck Beams ... 21 **Power of Engines** ... 150 **Horse.** 150 **N^o. of Decks with flat laid** Two **N^o. of Tiers of Beams** Three

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

	Inches in Ship.		Inches per Rule.		Inches in Ship.		Inches per Rule.	
	16ths.	Inches.	16ths.	Inches.	16ths.	Inches.	16ths.	Inches.
KEEL , depth and thickness	9	2 1/2	9	2 1/2				
STEM , moulding and thickness	8 1/2	2 1/2	8 1/2	2 1/2				
STERN-POST for Rudder do. do.	8 1/2	5	8 1/2	5				
" " for Propeller	8 1/2	5	8 1/2	5				
Distance of Frames from moulding edge to moulding edge, all fore and aft	24		24					
FRAMES , Angle Iron, for 3/4 length amidships	4 1/2	3	8	4 1/2	3	8		
Do. for 1/2 at each end	4 1/2	3	7	4 1/2	3	7		
REVERSED FRAMES , Angle Iron	3	3	7	3	3	7		
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> <u>8</u> <u>8</u>								
Average space	<u>24</u> <u>24</u>							
BEAMS , Main, or Middle Deck	<u>6</u>	<u>3</u>	<u>8</u>	<u>6</u>	<u>3</u>	<u>8</u>		
Single or double Ang. Iron, Plate or Tee Bulb Iron } <u>8</u> <u>9</u> <u>8 1/2</u> <u>8</u> <u>8</u>								
Single, or double Angle Iron, on Upper Edge } <u>24</u> <u>24</u>								
Average space								
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>As per approved plan</u>							
KEELSONS Centre line, single or double plate, box, or Intercostal, Plates	<u>9 to 8</u> <u>9 to 8</u>							
" Rider Plate	<u>See top of Tank</u>							
" Bulb Plate to Intercostal 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	<u>Tank Girder as per approved plan</u>							
" Side Intercostal 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	<u>Tank Girder & brackets</u>							
" do. Bulb Iron								
" do. Intercostal 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>5</u>	<u>4</u>	<u>9</u>	<u>5</u>	<u>4</u>	<u>9</u>		
Intercostal plates riveted to plating for length	<u>all</u> <u>8x6</u> <u>8x6</u>							
SIDE STRINGER Angle Irons	<u>See the Cellular system as per approved plan</u>							
Transoms, material. Knight-heads. Hawse Timbers. <u>Iron</u>								
Windlass <u>Harfield's Patent</u> <u>Pat. Secured to Carlisle & Co.</u>								

The **FRAMES** extend in one length from Gunnwale to Gunwale 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.s. 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 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 diam
 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? Iron rivets to the frame No. of Breasthooks, 5 Crutches, 5
 What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Plates, Stockton M. I. Co.
 Manufacturer's name or trade mark, Bulbs and angles of the same as Johnson and Ryan and S. S. Sprock and Co.
 The above is a correct description.
 Builder's Signature, J. M. Munn Surveyor's Signature, H. Moverly
 Surveyor to Lloyd's Register of British and Foreign Shipping.

IRON SHIP

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 6/16 to 5/16 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 Small S. Co*

NUMBER for EQUIPMENT	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.					
								N ^o .	Weight. Ex. Stock.	Test per Certificate.	Wght req'd per Rule.		
	Chain	270	1 1/16	55 1/8 - 17 1/2	270	1 1/16	Oct 8/80	Bower Anchors	5521	30.0.0	28.12.20	30.0.0	Oct 8/80
	Fore Sails,	Iron Str'm Chain	90	1 1/16	20 3/10	30 4/10	45.1 1/16	Oct 8/80	5520	30.3.7	29.5.2.14	30.0.0	" "
	Fore Top Sails,	Ditto do.	90	1 1/16	20 3/10	30 4/10	45.1 1/16	Oct 8/80	5519	25.2.14	25.5.321	25.2.0	" "
	Fore Topmast Stay Sails,	Hmpn Strm Cbl	90	1 1/2		90	11		5518	9.2.0	11.1.1.0	9.2.0	" "
	Main Sails,	Hawser	90	11		90	11		5517	4.3.7	7.5.0.0	4.3.0	" "
	Main Top Sails, and	Towlines	90	8		90	7		5516	2.2.0	5.0.0.0	2.2.0	" "
		Warp	90	7		90	7						
		quality	90	6 1/2		and other							

one complete Sail

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 secured in ordinary weather? *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 Bulmarks*

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

State size Main Hatch *24 ft x 11 1/2 ft* Forehatch *11 1/2 ft x 8 ft* Quarterhatch *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. (Coamings)*

Order for Special Survey No. *2894* Date *22nd March 1880*

Order for Ordinary Survey No. *2895* Date *22nd March 1880*

No. *57* 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

	feet	Tons
Fore tanks	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 canvas 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 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^{ms}*

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

Special ... £ *65 : 8 : 0* 15th Decr 1880

Certificate ** - : - : -*

Committee's Minute *Tuesday, December, 28th 1880.*

Character assigned *100 A. 1*

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

Lloyd's Register
 Foundation

* Take sent direct to Owners

25th 37B.