

IRON SHIP.

4521

No. 4521 Survey held at Leith Date, First Survey 14th April 81 Last Survey 31st Octbr 1881
On the Iron Screw Steamer "Annie Hope" Master Cunningham

TONNAGE under Tonnage Deck 90.47 ONE, OR TWO DECKED, THREE DECKED VESSEL.
SPAR, OR AWNING-DECKED VESSEL.
Feet.
HALF BREADTH (moulded) 8.87
DEPTH from upper part of Keel to top of Upper Deck Beams 9.25
GIRTH of Half Midship Frame (as per Rule) 15.50
1st NUMBER 33.62
1st NUMBER, if a 3-DECKED VESSEL, deduct 7 feet
LENGTH 82.50
2nd NUMBER 2773.00
PROPORTIONS—Breadths to Length 4.6
Depths to Length—Upper Deck to Keel 8.9
Main Deck ditto 8.9

Ditto of Third, Spar, or Awning Deck 9.90
Ditto of Prop, or Raised Or. Dk. 1.149
Ditto of Hatchways 1.149
Ditto of Corrocasio 1.149
Gross Tonnage 101.86
Less Crew, 5, 18 } 37.78
Less Engine Room 32.60
Register Tonnage as out on Beam 64.08

Built at Leith
When built 1881 Launched 9th Sept 81
By whom built Hawthorn & Co.
Owners J. H. Hope & Co.
54, Bannockburn St., Leith
Port belonging to Leith
Destined Voyage Glasgow
If Surveyed while Building, Afloat, or in Dry Dock.
Surveyed while building & afloat

LENGTH on deck as per Rule	Feet. Inches.	BREADTH—Moulded	Feet. Inches.	DEPTH top of Floors to Upper Deck Beams Do. do. Main Deck Beams	Feet. Inches.	Power of Engines	Horse.	Nº. of Decks with flat laid	Nº. of Tiers of Beams
82	6	17	9	9	3	15	15	One	One
Dimensions of Ship per Register, length, <u>83.0</u> breadth, <u>18.1</u> depth, <u>8.3 ft.</u>									
KEEL, depth and thickness	Inches in Ship.		Inches per Rule.		Inches in Ship.		Inches per Rule.		Flat Keel Plates, breadth and thickness
STEM, moulding and thickness	6 x 1 1/8		6 x 1 1/8		6 x 1 1/8		6 x 1 1/8		PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges
STERN-POST for Rudder do. do.	5 3/4 x 2 1/4		5 1/2 x 2 1/4		5 1/2 x 2 1/4		5 1/2 x 2 1/4		of doubling at Bilge, or increased thickness, and length applied
" for Propeller	6 x 2 3/8		6 x 2 3/8		6 x 2 3/8		6 x 2 3/8		fin up part of Bilge to l. edge of Sh'rstrake.
Distance of Frames from moulding edge to moulding edge, all fore and aft	20		20		20		20		Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied from Mn. to Up. or Spar Dk. Sh'rstrake.
FRAMES, Angle Iron, for 1/2 length amidships	3	2 1/2	5	3	2 1/2	5	3	2 1/2	Up. or Spar Dk. Sh'rstrake, breadth & thickness
Do. for 1/2 at each end	3	2 1/2	5	3	2 1/2	5	3	2 1/2	Butt Straps to outside plating, breadth & thickness
REVERSED FRAMES, Angle Iron	2 1/4	2 1/4	4	2 1/4	2 1/4	4	2 1/4	2 1/4	Lengths of Plating
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	10		10		10		10		Shifts of Plating, and Stringers
thickness at the ends of vessel	5		5		5		5		Gunwale Plate on ends of Awning Spar, or Upper Deck Beams, breadth and thickness
depth at 1/2 the half-bdth. as per Rule	5		5		5		5		Angle Iron on ditto
height extended at the Bilges	20		20		20		20		Tie Plates fore and aft, outside Hatchways
BEAMS, Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	4 1/2	3	7	4 1/2	3	7	4 1/2	3	Diagonal Tie Plates on Beams No. of Pairs
Single or double Angle Iron on Upper edge	40		40		40		40		Planksheer material and scantling
Average space	40		40		40		40		Waterways do. do.
BEAMS, Main, or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	40		40		40		40		Flat of Upper Deck do. do.
Single or double Angle Iron, on Upper Edge	40		40		40		40		How fastened to Beams
Average space	40		40		40		40		Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness
BEAMS, Lower Deck, Hold, or Orlop Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	40		40		40		40		Is the Stringer Plate attached to the outside plating?
Single or double Angle Iron on Upper Edge	40		40		40		40		Angle Irons on ditto, No.
Average space	40		40		40		40		Tie Plates, outside Hatchways
KEELSONS Centre line, single or double plate, box, or Intercostal, Plates	7 1/2	7	7 1/2	7	7	7 1/2	7	7	Diagonal Tie Plates on Beams, No. of pairs
" Rider Plate	40		40		40		40		Waterways materials and scantlings
" Bulb Plate to Intercostal Keelson	4	3	7	4	3	7	4	3	Flat of Middle Deck do. do.
" Angle Irons	3	3	6	3	3	6	3	3	How fastened to Beams
" Double Angle Iron Side Keelson	40		40		40		40		Stringer Plates on ends of Lower Deck, Hold or Orlop Beams
" Side Intercostal Plate	40		40		40		40		Is the Stringer Plate attached to the outside plating?
" de. Angle Irons	40		40		40		40		Angle Irons on ditto, No.
" Attached to outside plating with angle iron	40		40		40		40		Stringer or Tie Plates, outside Hatchways
BILGE Angle Irons	40		40		40		40		Flat of Lower Deck
" do. Bulb Iron	40		40		40		40		Ceiling betwixt Decks, thickness and material
" do. Intercostal plates riveted to plating for length	40		40		40		40		" in hold do. do.
BILGE STRINGER Angle Irons	40		40		40		40		Main piece of Rudder, diameter at head
Intercostal plates riveted to plating for length	40		40		40		40		do. at heel
SIDE STRINGER Angle Irons	3	3	6	3	3	6	3	3	Can the Rudder be unshipped afloat?
Transoms, material. Knight-heads. Hawse Timbers.	Iron		Iron		Iron		Iron		Bulkheads No. 3 Thickness of 3/16
Windlass	Iron		Iron		Iron		Iron		" Height up to deck
	Iron		Iron		Iron		Iron		" How secured to sides of ship
	Iron		Iron		Iron		Iron		" Size of Vertical Angle Irons 2 1/2 x 2 1/4 x 1/4 and distance apart 30 ins.
	Iron		Iron		Iron		Iron		" Are the outside Plates doubled two spaces of Frames in length?

The FRAMES extend in one length from Keel to Gunnwale Riveted through plates with 5/8 in. Rivets, about 5 in. apart.
The REVERSED ANGLE IRONS on floors and frames extend from middle line to upper part of 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 5/8 in. diameter, averaging 1 3/8 ins. from centre to centre.
Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 5/8 in. diameter, averaging 2 1/2 ins. from centre to centre.
Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 5/8 in. diameter averaging 2 1/2 ins. from centre to centre.
Butts of no 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 5/8 in. diameter, averaging 2 1/8 ins. from cr. to cr.
Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 5/8 in. diameter, averaging 2 1/2 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 at least length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.
Butts of Main Stringer Plate, double riveted for whole length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length amidships.
Breadth of laps of plating in double riveting 2 1/2 Breadth of laps of plating in single riveting 2 1/2
Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Double riveted
Waterway, how secured to Beams Buttwaterway (Explain by Sketch, if necessary.)
Beams of the various Decks, how secured to the sides Bracket Knee plates No. of Breasthooks, in Crutches, in
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Good
Manufacturer's name or trade mark, Plates Clydevale Iron Co., Angles Phoenix Iron Works, Leithbridge
The above is a correct description.
Builder's Signature, Hawthorn & Co. Surveyor's Signature, W. H. Anderson
Surveyor to Lloyd's Register of British and Foreign Shipping.

4521-0159

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? *No, except a few in butts.*

Masts, Bowsprit, Yards, &c., are *Pitch Pine* 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

NUMBER for EQUIPMENT 3050		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Supradit.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested & Supradit.	
SAILS.													
N ^o .	CABLES, &c.												
1	Fore Sails,	60	$\frac{12}{16}$ sheet	$13\frac{1}{2} \times 6\frac{3}{4}$	$120\frac{1}{2}$	<i>Reherton</i>	Bower Anchors						
	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.) 11645	60	$\frac{12}{16}$ sheet	$13\frac{1}{2} \times 6\frac{3}{4}$		<i>Reherton</i>	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.) 11645	1	4.1.10	$6\frac{3}{4}$ tons	$4\frac{1}{4}$	<i>Reherton</i>	
1	Fore Top Sails,	45	$\frac{9}{16}$	$7\frac{1}{2} \times 3\frac{3}{4}$	$45\frac{1}{2}$	<i>Reherton</i>		11648	1	4.2.2	7 tons	$4\frac{1}{4}$	<i>Reherton</i>
	Fore Topmast Stay Sails,												
	Iron Str'm Chain												
	Ditto do.												
	Hmgn Strm Cbl												
	Hawser ...	75	6		75	6	Stream	...	1	$1\frac{1}{2}$	$1\frac{1}{4}$		
1	Main Sails,						Kedge	...	1	$\frac{1}{2}$	$\frac{1}{2}$		
	Towlines												
	Warp ...	90	4		90	4	Ditto	...					
	and quality												

Standing and Running Rigging *Wire & Hemp* sufficient in size and *good* in quality. She has *one* Long Boat and $15\frac{1}{2} \times 5\frac{1}{2} \times 2\frac{1}{2}$

The Windlass is *good* Capstan *good* and Rudder *good* Pumps *good*

Engine Room Skylights. How constructed? *Of Pitch Pine, Glass in Cover* How secured in ordinary weather? *Bolted to Iron Beamings*

What arrangements for deadlights in bad weather? *Carpaullish Cover*

Coal Bunker Openings. How constructed? *Circular Cast Iron* How are lids secured? *Stud & Check* Height above deck? *18 inch*

Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *2 ports & 2 scuppers each side.*

Cargo Hatchways. How formed? *Iron Beamings riveted to beams & half beams.*

State size Main Hatch $10' \times 6' 6"$ Forehatch *Quarterhatch* $7' 6" \times 6' 6"$

If of extraordinary size, state how framed and secured? *Ordinary Size*

What arrangement for shifting beams? *None, after of Pitch Pine*

Hatches, If strong and efficient? *Yes.*

Order for Special Survey No. 296	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>Built under Special Survey & surveyed: -</i> <i>1880 - April 4. 9. 25 May 7. 14. 24 June 1. 17. 21. 27</i> <i>July 4. 9. 16. 18. 26. 30 Aug. 16. 20. Sept. 8. 24. 27. 29.</i> <i>30 Oct. 3. 10. 17. 26. 31.</i>
Date 22 nd April 1881		2nd.	On the plating during the process of riveting	
Order for Ordinary Survey No.		3rd.	When the beams were in and fastened, and before the decks were laid...	
Date		4th.	When the ship was complete, and before the plating was finally coated or cemented...	
No. 4 in builder's yard.		5th.	After the ship was launched and equipped	

General Remarks (State quality of workmanship, &c.)

Workmanship & Material Good.

This vessel is built in accordance with the accompanying tracing approved by the Committee as amended in red and in accordance with the Rules.

A hull plate $5 \times \frac{9}{16}$ is fitted between the angle irons of the bilge stringer in way of raised quarter deck, as required by the Secretary's letter of the 12th April 81.

The forepeak tank tested by a head of water to above the deep load line and found watertight.

Engineers Surveyors Report and Tracing of Boiler is sent herewith.

State if one, two, or three decked vessel, or if spar, or running decked; and the lengths of poop, fore-castle, or raised quarter deck, ^{27 feet.} and the length of double, or part double bottom.

How are the surfaces preserved from oxidation? Inside *Cement & Taint* Outside *Taint*

I am of opinion this Vessel should be Classed *90 A 1*

The amount of the Entry Fee ... £ 1 : - : - is received by me, *W.D.*
Special ... £ 5 : 2 : - *31st Oct. 1881*
Certificate ... : 2 : 6

(Travelling Expenses, if any, £ - - -).

Committee's Minute

Friday, November, 4th 1881.

Character assigned

90 A 1
Lloyd's Register

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

It is submitted that this vessel appears eligible to be classed as recommended having
90 A 1
1 Deck
1 Lieut. Beam
4/11/81
Lloyd's Register Foundation