

# IRON SHIP.

15532

No. 15532, Survey held at Newcastle Date, First Survey 3 March Last Survey 4 August 1891  
On the S.S. "Glennavis" Master H. C. Holman

TONNAGE under Tonnage Deck 968.49  
Ditto of Third Space 21.22  
Ditto of Poop, as per Rule 67.53  
Ditto of Forecastle 16.68  
Ditto of Forecastle Deck 40.47  
Gross Tonnage 1114.39  
Less Crew Space 52.96  
Less Engine Room 676.60  
Register Tonnage as cut on Beam 1384.83

ONE, OR TWO DECKED, THREE DECKED VESSEL.  
SPAR, OR AWNING DECKED VESSEL.  
HALF BREADTH (moulded) 18.50  
DEPTH from upper part of Keel to top of Upper Deck Beams 26.58  
GIRTH of Half Midship Frame (as per Rule) 40.66  
1st NUMBER  
1st NUMBER, if a 3-DECKED VESSEL, deduct 7 feet 78.74  
LENGTH 283.33  
2nd NUMBER 22309  
PROPORTIONS—Breathths to Length 7.65  
Depths to Length—Upper Deck to Keel 10.66  
Main Deck ditto 14.84  
Cellular Bottom

Built at Newcastle  
When built 1881 Launched 29 June 1881  
By whom built Messrs Palmers & Co.  
Owned by Messrs Lindsay, Spacie & Co.  
Port belonging to Leith  
Destined Voyage Alexandria  
If Surveyed while Building, Afloat, & in Dry Dock.

LENGTH on deck as per Rule 283.4 BREADTH Moulded 37 DEPTH top of Floors to Upper Deck Beams 23 Do. do. Main Deck Beams 15 Power of Engines 260 N° of Decks with flat laid 2 N° of Tiers of Beams 2

Dimensions of Ship per Register, length, breadth, depth,	Inches in Ship		Inches per Rule		Inches in Ship	Inches per Rule		Horse	N° of Decks with flat laid	N° of Tiers of Beams
	Feet	Inches	Feet	Inches		Feet	Inches			
KEEL, depth and thickness	Side Plate		10 1/2	9	10 1/2	9				
STEM, moulding and thickness			9 x 3	9 x 3						
STERN-POST for Rudder do. do.			10 x 5 1/2	10 x 5 1/2						
" " for Propeller			2 1/2	2 1/2						
Distance of Frames from moulding edge to moulding edge, all fore and aft										
FRAMES, Angle Iron, for 1/2 length amidships			5	3	8	5	3	8		
Do. for 1/2 at each end			5	3	8	5	3	8		
REVERSED FRAMES, Angle Iron			3 1/2	3	5	3 1/2	3	5		
FLOORS, depth and thickness of Floor Plate			Solid floors	9/16	and					
at mid line for half length amidships			fore & aft girders	1/16						
thickness at the ends of vessel			as per plan of mid							
depth at 1/2 the half-bdth. as per Rule			deck							
height extended at the Bilges										
BEAMS, Upper, Angle Iron, Plate or Bulb Iron			6	3	8	6	3	8		
Single Angle Iron on Upper edge			4	3 1/2	8	4	3 1/2	8		
Average space			on every frame							
BEAMS, Main, or Middle Deck			6	3	9	6	3	9		
Single Angle Iron, Plate or Bulb Iron			4	3 1/2	8	4	3 1/2	8		
Single Angle Iron on Upper Edge			on every frame							
Average space										
BEAMS, Lower Deck, Hold, or Strip			-	10	10	-	10	10		
Single Angle Iron, Plate or Bulb Iron			4	4	9	4	4	9		
Single or double Angle Iron on Upper Edge			as per profile							
Average space										
KEELSONS Centre line, single or double plate, Intercoastal, Plates										
Rider Plate										
Bulb Plate to Intercoastal Keelson			Cellular bottom							
Angle Irons			side plates 10 x 1 1/16							
Double Angle Iron Side Keelson			fore & aft girders							
Side Intercoastal Plate			and flange plates							
do. Angle Irons			7/16 thick							
Attached to outside plating with angle iron										
BILGE Angle Irons										
do. Bulb Iron										
do. Intercoastal plates riveted to plating for length										
BILGE STRINGER Angle Irons			6	4	9	6	4	9		
Intercoastal plates riveted to plating for 1/2 length			3 1/2	3	8	3 1/2	3	8		
IDE STRINGER Angle Irons										
Transoms, material, Knight heads, Hawse Timbers	Iron									
Vindlass Harfields										
Pall Bitt	Iron									

the FRAMES extend in one length from flange plates to gunwale Riveted through plates with 7/8 in. Rivets, about 7 apart.  
the REVERSED ANGLE IRONS on floors and frames extend near middle line to main S. stringer 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 1/4 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 3/8 ins. from centre to centre.  
Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 7/8 in. diameter averaging 3 2/8 ins. from centre to centre.  
Butts of 3 Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 1/16 thicker than the plates they connect.  
Edges from bilge to Main Sheerstrake, worked clencher, double riveted; with rivets 7/8 in. diameter, averaging 3 3/8 ins. from cr. to cr.  
Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 7/8 in. diameter, averaging 3 2/8 ins. from cr. to cr.  
Edges of Main Sheerstrake, double or single riveted. Upper Sheerstrake, double or single riveted.  
Butts of Main Sheerstrake, double riveted for 1/2 length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.  
Butts of Main Stringer Plate, treble riveted for 1/2 length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for 1/2 length.  
Breadth of laps of plating in double riveting 5 1/4 Breadth of laps of plating in single riveting Nil  
Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Double & treble riveted throughout  
Waterway, how secured to Beams Plain gunwale (Explain by Sketch, if necessary.)  
Beams of the various Decks, how secured to the sides? Turned down ends & riveted to stringers & frames No. of Breasthooks, 5 Orutches, 3 x 3 trans  
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c. Palmers, narrow  
Manufacturer's name or trade mark, ✓

The above is a correct description.  
Builder's Signature, James Gibson  
Surveyor's Signature, James Gibson  
Surveyor to Lloyd's Register of British and Foreign Shipping.

NW 770 2193

**Workmanship.** Are the butts of plating planed or otherwise fitted? *All butts, & the edges of outside strakes 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 very well*  
 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 very few*

Masts, Bowsprit, Yards, &c., are *of Iron & 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 *Foremast Length 83' 1" Diam. 24 in Main Mast 75' 10" Diam. 24 in length of plates 11' 4 1/2" x 6 1/4" x 5/16, doubled at partners with 8/16 plates, edges double rivetted and Butts treble rivetted, masts of Iron Palmers, Fanow*

NUMBER for EQUIPMENT	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.		No.	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested & Suprntd.
						Bower Anchors	Stream					
SAILS.												
CABLES, &c.												
Chain	270	1 1/2	59 1/8 82 3/4	1 1/16				1	33.1.7	31.2.0.21	32.0.0	
Fore Sails,								1	32.2.21	30.12.3.7		
Fore Top Sails,								1	27.3.0	26.18.3.0	27.1.0	
Fore Topmast Stay Sails,								1	10.2.7	12.10.3.21	10.2.0	
Main Sails,								1	5.1.7	7.14.0.7	5.1.0	
Main Top Sails,								1	2.2.10	5 1/2	2.2.0	

Standing and Running Rigging *wire & hemp* sufficient in size and *good* in quality. She has *one* Life Boat and *3* others  
 The Windlass is *good* Capstan *good* and Rudder *good* Pumps *Metal & good*

Engine Room Skylights. How constructed? *on Bridge deck* How secured in ordinary weather? *with thumb screws*

Coal Bunker Openings. How constructed? *Solid Deck shutters & thick circular glass* Height above deck? *34 ins*  
 Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *11 Ports & 6 Scuppers on each side*

Cargo Hatchways. How formed? *Iron plate coverings & Headledges*  
 State size Main Hatch *24' 0" x 12' 0"* Forehatch *12' 0" x 12' 0"* Quarterhatch *14' 0" x 12' 0" x 16' 0" x 12' 0"*

If of extraordinary size, state how framed and secured?  
 What arrangement for shifting beams? *Deep web plates as per Profile*  
 Hatches, If strong and efficient? *2 3/4 Solid*

Order for Special Survey No.	Date	Order for Ordinary Survey No.	Date	No.	DATES of Surveys held while building as per Section 18.	1st.	2nd.	3rd.	4th.	5th.
148	16 <sup>th</sup> Nov 1880			445		On the several parts of the frame, when in place, and before the plating was wrought	On the plating during the process of riveting	When the beams were in and fastened, and before the decks were laid...	When the ship was complete, and before the plating was finally coated or cemented..	After the ship was launched and equipped
						1881 March 3. 9. 15. 16. 17. 23. 30	April 6. 13. 20. 22. 26. 28. 29	May 4. 9. 11. 12. 16. 17. 23. 24. 25. 27. 30	June 7. 13. 15. 17. 21. 23. 28	July 4. 6. 8. 11. 12. 13. 16. 19. 25. 26. 28 Aug 4

General Remarks (State quality of workmanship, &c.) *This vessel has been built in accordance with the rules and approved tracings of Midships section and Profile; on the cellular bottom principle with double bottom fore & aft. She has a full Poop about 28ft in length, a top gallant fore-castle about 32' 6" in length and an Open Bridge deck about 66 feet in length; The Ballast Tanks tested to a Head of water not less than the height of the load-line and proved satisfactory; The workmanship and materials throughout the vessel being of a good description*

State if ~~one, two, or three~~ decked vessel, or if ~~open, or awning~~ decked; and the lengths 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 *Portland cement to upper* Outside *3 coats of paint*

I am of opinion this Vessel should be Classed *100 A I.* turn of Ridges *paint above*  
 The amount of the Entry Fee ... £ 5 : - : - is received by me, *WLS*  
 Special ... £ 46 : 10 : 6 *18<sup>th</sup> Aug 1881*  
 Certificate *gratu* - : - : -

Committee's Minute *Tuesday, August, 23rd 1881.*  
 Character assigned *100 A I*  
 Surveyor to Lloyd's Register of British and Foreign Shipping *James Siburn*  
 This vessel has been built in accordance with the approved plan appended and it is submitted to be eligible to be classed 100 A I

No. 563  
 No. in Sur Reg. Book.  
 on the  
 Master  
 Engines made at  
 Boilers made at  
 Registered Ho  
 ENGINES,  
 Description of  
 Diameter of Cyl  
 Diameter of Sc  
 Diameter of sc  
 No. of Feed p  
 No. of Bilge p  
 Where do they  
 No. of Donkey  
 Are all the bilg  
 No. of bilge in  
 How are the p  
 Are all connect  
 Are they fixed  
 Are they each fi  
 What pipes ar  
 Are all pipes,  
 Are the pipes,  
 When were ste  
 Is the screw s  
 BOILERS,  
 Number of Bo  
 Working Pres  
 Description of  
 Can each boile  
 No. of square  
 No. to each b  
 No. of safet  
 Smallest dista  
 Diameter of l  
 Thickness of  
 Lap of platin  
 Size of manh  
 No. of Furn  
 Thickness of  
 Working pres  
 Combustion cl  
 Pitch of stay  
 If stays are f  
 Diameter of  
 End plates in  
 Working pres  
 Front plates

The Surveyors are requested not to write on or below the space for Committee's Minute.