

# IRON SHIP.

No. 15532. Survey held at Newcastle Date, First Survey 3 March Last Survey 4 August 1881  
On the Iron Ship "Glennmaris" Master H. C. Holman

TONNAGE under Tonnage Deck 968.49 ONE, OR TWO DECKED, THREE DECKED VESSEL.  
Ditto of 21.22 SPAR, OR ANNING DECKED VESSEL.  
Ditto of 67.53 HALF BREADTH (moulded) 18.50  
Ditto of 16.68 DEPTH from upper part of Keel to top of Upper Deck Beams 26.58  
Ditto of 40.47 GIRTH of Half Midship Frame (as per Rule) 40.66  
Gross Tonnage 2114.39 1st NUMBER 78.74  
Less Crew Space 52.96 1st NUMBER, if a 3-DECKED VESSEL, deduct 7 feet 78.74  
Less Engine Room 676.60 LENGTH 283.33  
Register Tonnage 1384.83 2nd NUMBER 22309  
as cut on Beam 2061.43 PROPORTIONS—Breathths to Length 7.65  
Main Deck ditto 14.84 Depths to Length—Upper Deck to Keel 10.66  
Cellular Bottom 14.84

Built at Newcastle  
When built 1881 Launched 28 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 Power of Engines 260 N° of Decks with flat laid two  
per Rule 283.4 Inches in Ship 37 Deck Beams 23 Engines 260 N° of Tiers of Beams three  
Do. do. Main Deck Beams 15

Dimensions of Ship per Register, length 286.4 breadth 37.2 depth 23.1

KEEL, depth and thickness Side Plate Inches in Ship 10 1/6 Inches per Rule 9 x 3  
STEM, moulding and thickness 9 x 3  
STERN-POST for Rudder do. do. 10 x 5 1/8 10 x 5 1/2  
" for Propeller 2 1/4 2 1/4  
Distance of Frames from moulding edge to moulding edge, all fore and aft 24 24

FRAMES, Angle Iron, for 1/2 length amidships 5 3/8 5 3/8 5 3/8  
Do. for 1/2 at each end 5 3/8 5 3/8 5 3/8  
REVERSED FRAMES, Angle Iron 3 1/2 3 1/2 3 1/2

FLOORS, depth and thickness of Floor Plate Solid floors 9/16 and fore & aft girders 1/2  
at mid line for half length amidships as per plan of mid  
thickness at the ends of vessel section  
depth at 1/2 the half-bdth. as per Rule as per plan of mid  
height extended at the Bilges section

BEAMS, Upper, on every frame Deck 6 3/8 6 3/8 6 3/8  
Single on every frame Ang. Iron, on every frame Bulb Iron 4 3/2 4 3/2 4 3/2  
Single on every frame Angle Iron on Upper edge on every frame  
Average space on every frame

BEAMS, Main, or Middle Deck on every frame  
Single on every frame Ang. Iron, on every frame Bulb Iron 4 3/2 4 3/2 4 3/2  
Single on every frame Angle Iron, on Upper Edge on every frame  
Average space on every frame

BEAMS, Lower Deck, Hold, or Orlop as per profile  
Single as per profile Ang. Iron, as per profile Bulb Iron 4 4/9 4 4/9 4 4/9  
Single as per profile Angle Iron on Upper Edge as per profile  
Average space as per profile

KEELSONS Centre line, single or double plate, as per profile  
Intercoastal, Plates as per profile  
Rider Plate as per profile  
Bulb Plate to Intercoastal Keelson as per profile  
Angle Irons as per profile  
Double Angle Iron Side Keelson as per profile  
Side Intercoastal Plate as per profile  
do. Angle Irons as per profile  
Attached to outside plating with angle iron as per profile

BILGE Angle Irons as per profile  
do. Bulb Iron as per profile  
do. Intercoastal plates riveted to plating for length as per profile  
BILGE STRINGER Angle Irons as per profile  
Intercoastal plates riveted to plating for 1/2 length as per profile

IDE STRINGER Angle Irons as per profile  
Transoms, material. as per profile Knight heads. as per profile Hawse Timbers. as per profile  
Vindlass as per profile Harfields as per profile Pall Bitt as per profile

the FRAMES extend in one length from as per profile to as per profile  
the REVERSED ANGLE IRONS on floors and frames extend as per profile middle line to as per profile and to as per profile  
KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? as per profile And butts properly shifted? as per profile

LATING. Garboard, double riveted to Keel, with rivets as per profile in. diameter, averaging as per profile ins. from centre to centre.  
Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets as per profile in. diameter, averaging as per profile ins. from centre to centre.  
Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets as per profile in. diameter averaging as per profile ins. from centre to centre.  
Butts of as per profile Strakes at Bilge for as per profile length, treble riveted with Butt Straps as per profile thicker than the plates they connect.  
Edges from bilge to Main Sheerstrake, worked clencher, double as per profile riveted; with rivets as per profile in. diameter, averaging as per profile ins. from cr. to cr.  
Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets as per profile in. diameter, averaging as per profile ins. from cr. to cr.  
Edges of Main Sheerstrake, double as per profile single riveted. Upper Sheerstrake, double or single riveted.  
Butts of Main Sheerstrake as per profile riveted for as per profile length amidships. Butts of Upper or Spar Sheerstrake, treble riveted as per profile length amidships.  
Butts of Main Stringer Plate, treble riveted for as per profile length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for as per profile length.  
Breadth of laps of plating in double riveting as per profile Breadth of laps of plating in single riveting as per profile

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? as per profile  
Waterway, how secured to Beams as per profile (Explain by Sketch, if necessary.)  
Beams of the various Decks, how secured to the sides? as per profile No. of Breasthooks, as per profile Orntches, as per profile

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c. as per profile  
Manufacturer's name or trade mark, as per profile

The above is a correct description. as per profile  
Builder's Signature, as per profile Surveyor's Signature, as per profile

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

Surveyor's Signature, as per profile

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Workmanship. Are the butts of plating planed or otherwise fitted? *Yes*  
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 5/16 plates, edges double rivetted and Butts treble rivetted, masts of Iron Palmers, Harrow*

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	No.	Weight. Ex. Stock.	Test per Certificate.	Wght req'd per Rule.	Machine where Tested & Suprntd.
SAILS.							Bower Anchors					
CABLES, &c.							(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)					
Chain		270	1 1/2	82 3/4	1 1/2		1 33.1.7 31.2.0.21 32.0.0					
Fore Sails,							1 32.2.21 30.12.3.7					
Fore Top Sails,		75	1 1/8	22 3/4	1 1/8		1 27.3.0 26.18.3.0 27.1.0					
Fore Topmast Stay Sails,							Stream ... 1 10.2.7 12.10.3.21 10.2.0					
Main Sails,		120	5	—	—		Kedge ... 1 5.1.7 7.14.0.7 5.1.0					
Main Top Sails,		90	7 1/2	—	90-7 1/2		Ditto ... 1 2.2.10 5 2.2.0					
and		90	12	—	90-12							
quality		90	9 1/2	—	90-9 1/2							
		90	6	—	90-6							

Standing and Running Riggings *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*  
What arrangements for deadlights in bad weather? *Solid Oak shutters & thick circular glass*  
Coal Bunker Openings. How constructed? *Plated hatchways* How are lids secured? *Solid hatch* 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"* Fore hatch *12' 0" x 12' 0"* Quarter hatch *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. <i>148</i>	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	1881 March 3. 9. 15. 16. 17. 23. 30
Date <i>16 Nov 80</i>		2nd.	On the plating during the process of riveting	April 6. 13. 20. 22. 26. 28. 29
Order for Ordinary Survey No. <i>—</i>		3rd.	When the beams were in and fastened, and before the decks were laid...	May 4. 9. 11. 12. 16. 17. 23. 24. 25. 27. 30
Date <i>—</i>		4th.	When the ship was complete, and before the plating was finally coated or cemented..	June 7. 13. 15. 17. 21. 23. 28
No. <i>445</i> in builder's yard.		5th.	After the ship was launched and equipped	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 extend 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 *18th Aug 1881*  
Certificate *gratu* — : — : —  
(Travelling Expenses, if any, £ — )

Committee's Minute *Tuesday, August, 23rd 1881*  
Character assigned *100 A I*  
*Lloyd's Register*  
*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*  
*Lloyd's Register*  
*Foundation*