

IRON SHIP.

(30th OCT. 82.)

16269 Survey held at *Newcastle*

Date, First Survey 20th February

Last Survey 24th October

1882.

the *Iron Sr. Rigged Screw Steamer "Rennie"*

AGE under
Tonnage Deck } 1052.39
of Third Spar,
Awning Deck }
of Prop., as
sed Qr. Dk. } 78.66
of Houses } Bridge 115.46
on Deck } Side 2.13
of Forecastle } Chart 4.18
Excess of Hatches 14.37
Tonnage 1267.19
Screw Shaft 45.98
Engine Room 1221.21
Tonnage 405.50
Tonnage 815.71

ONE, OR TWO DECKED, THREE DECKED VESSEL,
SPAR, OR AWNING DECKED VESSEL.
Half Breadth (moulded) ... 17.4
Depth from upper part of Keel to top of Upper Deck Beams 17.6
Girth of Half Midship Frame (as per Rule) ... 31.7
1st Number ... 66.7
1st Number, if a 3 Decked Vessel ... deduct 7 feet
Length ... 248.6
2nd Number ... 165.81
Proportions— Breadths to Length ... 7.14
Depths to Length—Upper Deck to Keel ... 14.12
Main Deck ditto ...

Master *E. Adams*
Built at *Newcastle*
When built *1882* Launched *22nd Sept 1882*
By whom built *Syde Iron S. B. & Co. (Linn)*
Owners *James Wait*
Residence *North Shields*
13. Prince's Buildings, Liverpool
Port belonging to *North Shields*
Destined Voyage *Bilbao Via Cork*
If Surveyed while Building, Afloat, or in Dry Dock.
While building

GTH deck as Rule ... 248 8 BREADTH— Moulded ... 34 10 DEPTH top of Floors to Upper Deck Beams ... 14 8 Power of Engines ... 130 N^o. of Decks with flat laid ... 1 N^o. of Tiers of Beams ... 1

Dimensions of Ship per Register, length, 250 breadth, 35 depth, 14.4

EL, depth and thickness ... *Flat Plate*
M, moulding and thickness ... *8 x 2 1/2*
RN-POST for Rudder do. do. ... *8 x 5*
" for Propeller ... *8 x 5*
ance of Frames from moulding edge to moulding edge, all fore and aft ... *23*
AMES, Angle Iron, for 3/4 length amidships ... *4 3 7*
o. for 1/2 at each end ... *4 3 6*
VERSED FRAMES, Angle Iron ... *3 3 6*
DOORS, depth and thickness of Floor Plate ... *36 x 6*
mid line for half length amidships ... *Cellular double bottom*
thickness at the ends of vessel ... *36*
depth at 3/4 the half-bdth. as per Rule ... *36*
height extended at the Bilges ... *36*
AMS, Upper, Spar, or Awning Deck ... *5 1/2 3 8*
le or d'ble Ang. Iron, Plate or Tee Bulb Iron ... *23*
le or double Angle Iron on Upper edge ... *23*
verage space ... *23*
AMS, Main, or Middle Deck ... *5 1/2 3 8*
le or d'ble Ang. Iron, Plate or Tee Bulb Iron ... *23*
le or double Angle Iron on Upper Edge ... *23*
verage space ... *23*
AMS, Lower Deck ... *5 1/2 3 8*
le or d'ble Ang. Iron, Plate or Tee Bulb Iron ... *23*
le or double Angle Iron on Upper Edge ... *23*
verage space ... *23*
AMS, Hold, or Orlop ... *9 1/2 4 8*
le or d'ble Ang. Iron, Plate or Tee Bulb Iron ... *9 1/2 4 8*
le or double Angle Iron on Upper Edge ... *9 1/2 4 8*
verage space ... *9 1/2 4 8*
ELSONS Centre line, single or double plate, box, or Intercoastal, Plates ... *36 x 8*
Rider Plate Centre of Inner bottom ... *7*
Bulb Plate to Intercoastal Keelson ... *4 4 8*
Angle Irons ... *4 4 8*
Double Angle Iron Side Keelson ... *6*
Side Intercoastal Plate ... *3 3 6*
do. Angle Irons ... *3 3 6*
Attached to outside plating with angle iron ... *3 3 6*
LGE Angle Irons Tank side plates ... *7*
do. Bulb Iron ... *7*
do. Intercoastal plates riveted to plating for length ... *5 3 1/2 9*
LGE STRINGER Angle Irons ... *5 3 1/2 9*
Intercoastal plates riveted to plating for 1/2 length ... *9 x 8*
DE STRINGER Angle Irons ...

Flat Keel Plates, breadth and thickness ... 34 14 34 14
PLATES in Garboard Strakes, br'dth & thickness ... 34 11 34 11
" From Garboard to upper part of Bilges ... 94/10 alte 94/10
" Of d'bling at Bilge, or increased thickness, and length applied ... 94/10 alte 94/10
" From up. prt of Bilge to lr. edge of Sh'rstrake ... 36 12 36 12
" Main Sheerstrake, breadth and thickness ... 28 9 28 9
" Of d'bling at Sh'stk. & lng. applied 3/4 length ... 36 10 36 10
" From M'n. to Up. or Spar Dk. Sh'rstrake ... 94/10 19 94/15 94/15 94/15
" Up. or Spar Dk. Sh'rstrake, br'dth & thickn'ss ... 11 1/4 6 9 1/4 7
Butt Straps to outside plating, breadth & thickness ... 3 1/4 10 3 1/4 10
Lengths of Plating ... 36 10 36 10
Shifts of Plating, and Stringers ... 5+3 1/2 x 9 5+3 1/2 x 9
Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness ... 6 6
Angle Iron on ditto ... Riveted.
Tie Plates fore and aft, outside Hatchways ...
Diagonal Tie Plates on Beams No. of Pairs ...
Flat of Up., Spar, or Awning Dk. Complete Iron ...
How fastened to Beams ...
Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness ...
Is the Stringer Plate attached to the outside plating?
Angle Irons on ditto, No. ...
Tie Plates, outside Hatchways ...
Diagonal Tie Plates on Beams, No. of pairs ...
Flat of Middle Deck* do. do. ...
How fastened to Beams ...
Stringer Plates on ends of Lower Deck, Hold or Orlop Beams ... 31 9 31 9
Is the Stringer Plate attached to the outside plating? Yes
Angle Irons on ditto, No. 2 ... 4 x 4 x 8 4 x 4 x 8
Stringer or Tie Plates, outside Hatchways ...
Flat of Lower Deck* ...
Battens
Ceiling betwixt Decks, thickness and material ...
" in hold *Battens do. do.* ... 2 1/2 2 1/2
Main piece of Rudder, diameter at head ... 5 3/4 5 3/4
do. at heel ... 3 3
Can the Rudder be unshipped afloat? Yes
Bulkheads No. 4 No. per Rule 4
" Thickness of 6/16 to 5/16
" Height up *Three to upper deck, & after one to Hold beam height where a water-tight horizontal flat is fitted*
" How secured to sides of ship *Double bottom*
" Size of Vertical Angle Irons 3 x 3 x 6/16 and distance apart 30 ins.
" Are the outside Plates doubled two spaces of Frames in length? Yes

FRAMES extend in one length from *Keel* to *Gunwale* Riveted through plates with 3/4 x 7/8 in. Rivets, about 667 apart.
REVERSED ANGLE IRONS on floors and frames extend from middle line to *St. B. S. A. I.* and to *Gunwale* alternately
ELSONS. Are the various lengths of Plates and Angle Irons properly connected? Yes And butts properly shifted? Yes
ATING. Garboard, double riveted to Keel, with rivets 1 5/16 in. diameter, averaging 3 7/8 ins. from centre to centre.
Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 7/8 x 3/4 in. diameter, averaging 3 1/2 x 3 ins. from centre to centre.
Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 7/8 x 3/4 in. diameter averaging 3 1/2 x 3 ins. from centre to centre.
Butts of *Three* Strakes at Bilge for *Half* length, treble riveted with Butt Straps *to* thicker than the plates they connect.
Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 3/4 in. diameter, averaging 3 1/2 full ins. from cr. to cr.
Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 7/8 x 3/4 in. diameter, averaging 3 1/2 x 3 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 length.
Breadth of laps of plating in double riveting 4 1/2 x 5 1/2 Breadth of laps of plating in single riveting ✓
tt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? *S. & D. R.* No. of Breasthooks, 5 Crutches, 3
hat description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *Angles & Bulbs: Forman Long & Co.*
anufacturer's name or trade mark *St. B. S. A. I. & Co. & Hawks Crawshaw & Sons. Plates: Skene Iron Co., West Stockton & Co. Hartlepool Malleable Iron Co., & Palmer's Iron Co.*
The above is a correct description.
uilder's Signature, *N. J. Stone* Surveyor's Signature, *T. H. Cooke* Surveyor to Lloyd's Register of British and Foreign Shipping.

State clearly where plating is of alternate thicknesses—as distinguished from diminished thickness at ends of vessel.

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 *Iron* in *Good* condition, and sufficient in size and length. If of Iron or Steel give Scantling, 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 Material, and if stamped with Maker's name.
State also Length and Diameter of Lower Masts and Bowsprit

Main mast length extreme 63½ feet, Foremast length extreme 70½ feet, Diameter at the partners 19½, Edges double riveted, and butts double and treble riveted. masts formed with two plates in the round 6½" to 5½" in thickness, doubled at the partners for a length of 10 ft with plates 6½" in thickness. makers of Iron: Wear Rolling Mills

NUMBER for EQUIPMENT 18239		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprtd.	ANCHORS.	Nº.	Weight. Ex. Stock.	Test per Certificate.	Weight req'd per Rule.	Machine Tested & Suprtd.
SAILS.							(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)					
Nº.	CABLES, &c.											
	Chain	270	19½	439/10	270-19½		Bower Anchors	1	24.0.0	23.17.2.0	23.2.0	
	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)											
Fore Sails,	Iron Stream Chain	75	1	16	75-1			1	23.1.21	23.9.0.7	23.2.0	
Fore Top Sails,	or Steel Wire ..							1	20.2.21	21.8.0.14	20.0.0	
Fore Topmast Stay Sails,	or Hempen Strm Cable											
	Towline, Hemp.	90	10		90-10							
Main Sails,	or Steel Wire ..	90	8		90-8		Stream Anchor	1	8.0.17	10.6.1.0	8.0.0	
Main Top Sails,	Hawser	90	6		90-6		Kedge ...	1	4.1.3	6.13.3.0	4.0.0	
	Warp	160	5				2nd Kedge ...	1	1.3.24	4.10.0.0	2.0.0	
	quality <i>Good</i>	100	4									

and Rigging wire Standing and Running Rigging *manilla* sufficient in size and *good* in quality. She has *One Life* Long Boat and *2 others*.

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

Engine Room Skylights.—How constructed? *Iron trunk 5 ft 10 above bridge* How secured in ordinary weather? *Riveted together*

What arrangements for deadlights in bad weather? *Iron shutters and bulls eyes*

Coal Bunker Openings.—How constructed? *Iron coverings* How are lids secured? *Hatch bars* Height above deck? *9½*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Three ports each side besides mooring pipes*

Cargo Hatchways.—How formed? *Iron coverings and headledges riveted together*

State size Main Hatch *23' x 10' 6"* Forehatch *13' 5" x 10' 6"* Quarterhatch *23' x 10' 6"* *no 5' 7' 9" x 10' 6"*

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

What arrangement for shifting beams? *Two deep web-plates in main & after hatchways, bulk plate in fore hatchway, and*

Hatches, If strong and efficient? *Yes (solid hatches)* *wood fore & after in each hatchway*

Order for Special Survey No. <i>1637</i>	DATES of Survey held while building as per Section 18.	1st. On the several parts of the frame, when in place, and before the plating was wrought	1882 Feb 20. 25. April 21. 24. 29. May 2. 6. 8. 11.
Date <i>25th Nov 1881</i>		2nd. On the plating during the process of riveting	16. 18. 25. 27. June 3. 6. 16. 20. 23. 27. July
Order for Ordinary Survey No. <i>✓</i>		3rd. When the beams were in and fastened, and before the decks were laid....	11. 13. 18. 20. 25. 27. 31 Aug 5. 8. 10. 12. 16. 18.
Date <i>✓</i>		4th. When the ship was complete, and before the plating was finally coated or cemented..	23. 25. 29. 31. Sept 7. 9. 11. 16. 20. 23. 25.
No. <i>43</i> in builder's yard.		5th. After the ship was launched and equipped	Oct 3. 6. 9. 12. 16. 18. 20. 24

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

This is a Two decked Vessel built on the Cellular System in the bottom in accordance with approved plans forwarded herewith, and otherwise in conformity with the Rules. She has a complete iron deck, the sheerstrake is doubled for ¾ the length amidships, and the requirements of the Rule Section 45 complied with. The raised quarter deck 86 feet, bridge house 55½ feet, and Open Topgall forecastle 28 feet in length. The tanks tested with water to the height of the load line and found satisfactory, and the general quality of the workmanship is good throughout.

State if one, two, or three decked vessel, or if spar, or awning decked; and the lengths of poop, bridge, forecastle, or raised quarter deck. (If double bottom, state particulars on separate form)

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

I am of opinion this Vessel should be Classed *100A1 One deck (Iron) and two tiers of beams.*

The amount of the Entry Fee ... £ 5 : - : - is received by me, *WLS*

Special ... £ 55 : 10 : 6 *26th Oct 1882*

Certificate *grati* - : - : -

(to be sent as per margin).

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

Committee's Minute

Tuesday, 31st October, 1882.

Character assigned

100A1

L. H. Cooke
Surveyor to Lloyd's Register of British and Foreign Shipping
It is submitted that this vessel appears eligible to be classed 100 A. 1 as recommended.
1 deck (Iron)
277 Beams
Cell. Double Bottom
30/10/82