

# IRON SHIP.

No. *4934* Survey held at *Whitby* Date, First Survey *10<sup>th</sup> May* Last Survey *21<sup>st</sup> October 1891*  
On the *Saw Se "Glenobia"* (Master *James*)

TONNAGE under  
Tonnage Deck *1913.64*  
Ditto of Third Spar  
or Awaiting Deck *57.66*  
Ditto of Poop *46.11*  
Ditto of Forecastle *13.94*  
Gross Tonnage *2060.24*  
Less Crew Space *57.94*  
Less Engine Room *662.16*  
Register Tonnage *1349.11*  
as cut on Beam

ONE, OR TWO DECKED, THREE DECKED VESSEL.  
SPAR, OR AWNING DECKED VESSEL.  
HALF BREADTH (moulded) *17<sup>ft</sup> 11<sup>in</sup>*  
DEPTH from upper part of Keel to top of Upper Deck Beams *26<sup>ft</sup> 2<sup>in</sup>*  
GIRTH of Half Midship Frame (as per Rule) *30<sup>ft</sup> 9<sup>in</sup>*  
1st NUMBER *02.9*  
1st NUMBER, if a 3-DECKED VESSEL, deduct 7 feet *75.9*  
LENGTH *204.1*  
2nd NUMBER *21541*  
PROPORTIONS—Breadths to Length *under 0.*  
Depths to Length—Upper Deck to Keel *under 11.*  
Main Deck ditto *under 15.*

Built at *Whitby*  
When built *1881* Launched *24<sup>th</sup> Sept*  
By whom built *Thos Turnbull & Co*  
Owners *Turner Brightman*  
Port belonging to *London*  
Destined Voyage *Sydney & Genoa*  
If Surveyed while Building, Afloat, or in Dry Dock.

LENGTH	Feet.	Inches.	BREADTH	Feet.	Inches.	DEPTH	Feet.	Inches.	Power of	Horse.	No. of Decks with flat laid	No. of Tiers of Beams
on deck as per Rule	204	1	Moulded	35	10	top of Floors to Upper Deck Beams	24	1	Engines	160	4	3
Do. do. Main Deck Beams												
Dimensions of Ship per Register, length, breadth, depth	206		36			24						
KEEL, depth and thickness	9	1/2	2 1/2	9	1/2	2 1/2						
STEM, moulding and thickness	9	1/2	2 1/2	9	1/2	2 1/2						
STERN-POST for Rudder do. do.	9	1/2	2 1/2	9	1/2	2 1/2						
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	0	5	3	0						
Do. for 1/2 at each end	5	3	0	5	3	0						
REVERSED FRAMES, Angle Iron	3	3	0	3	3	0						
FLOORS, depth and thickness of Floor Plate	2 3/4		9	2 3/4		9						
at mid line for half length amidships												
thickness at the ends of vessel												
depth at 1/2 the half-bdth. as per Rule	13			12								
height extended at the Bilges	4			4								
BEAMS, Upper, Spar, or Awaiting Deck	4 1/2		7	4 1/2		7						
Single or double Angle Iron, Plate or Tee Bulb Iron												
Single or double Angle Iron on Upper edge	3	3	7	3	3	6						
Average space	4			4								
BEAMS, Main, or Middle Deck	6	3	0	6	3	0						
Single or double Angle Iron, Plate or Tee Bulb Iron												
Single or double Angle Iron, on Upper Edge	24			24								
Average space												
BEAMS, Lower Deck, Hold, or Orlop	9 1/2		9	9 1/2		9						
Single or double Angle Iron, Plate or Tee Bulb Iron												
Single or double Angle Iron on Upper Edge	4	4	0	4	4	0						
Average space	0	10	12	10	12	12						
KEELSONS Centre line, single or double plate, box, or intercostal, Plates	10		13	10		13						
Rider Plate	12		13	12		13						
Butt Plate to Intercostal Keelson	5 1/2	4	9	5 1/2	4	9						
Angle Irons												
Double Angle Iron Side Keelson	2 2		0	2 2		0						
Side Intercostal Plate	5 1/2	4	9	5 1/2	4	9						
do. Angle Irons	3	3	14	3	3	14						
Attached to outside plating with angle iron												
BILGE Angle Irons	5 1/2	4	9	5 1/2	4	9						
do. Bulb Iron	0 1/2		0	0 1/2		0						
do. Intercostal plates riveted to plating for length												
BILGE STRINGER Angle Irons	5 1/2	4	9	5 1/2	4	9						
Intercostal plates riveted to plating for length	11		0	11		0						
SIDE STRINGER Angle Irons												
Transoms, material. Knight-heads. Hayse Timbers.												
Windlass												

The FRAMES extend in one length from *Keel* to *Gunwale* Riveted through plates with *7/10* in. Rivets, about *6* in. apart.  
The REVERSED ANGLE IRONS on floors and frames extend *across* middle line to *about main deck 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 *1/10* 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 *7/10* in. diameter, averaging *3 3/8* ins. from centre to centre.  
Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets *7/10* in. diameter averaging *3 3/8* 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 *7/10* in. diameter, averaging *3 3/8* ins. from cr. to cr.  
Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets *7/10* in. diameter, averaging *3 3/8* 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 *5 1/2* Breadth of laps of plating in single riveting *none*  
Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? *Double & Treble*  
Waterway, how secured to Beams (Explain by Sketch, if necessary.) *Welded, Brass plates to angle beams.*  
Beams of the various Decks, how secured to the sides? *Ends of bolts turned & secured.* No. of Breasthooks, *Seven* Crutches, *Three*  
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *Good*  
Manufacturer's name or trade mark, *J. L. & Co. West & Stratton & Co. & Stratton & Co. & Stratton & Co.*  
The above is a correct description.  
Builder's Signature, *Thos Turnbull & Co* Surveyor's Signature, *J. M. Gladstone*  
Surveyor to Lloyd's Register of British and Foreign Shipping



**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? *Solid pieces*  
 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 in butts*

Masts, Bowsprit, Yards, &c., are *Iron & Pine* in *Good* condition, and sufficient in size and length. If of Iron or Steel give 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 *Lower mast made with three plates in the round*  
*Double riveted at edges both at butts & plates 7/16 at wedging tapered away to 6/16 at head & heel. One plate at wedging & double, Iron tested & found good. Planed*  
*No. 600.*

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Supplied.	ANCHORS.	N <sup>o</sup> .	Weight.	Test per Certificate.	Wt. req'd per Rule.	Machine where Tested & Supplied.
SAILS.												
CABLES, &c.												
Chain		270	1 1/2	59. 5/16	270 fms	59 5/16	Bower Anchors	3	32-2-0	30-10-0	32-0-0	30-2-0
Fore Sails,												
Fore Top Sails,												
Fore Topmast Stay Sails,												
Main Sails,												
Main Top Sails,												
and												
quality		150	6									

Standing and Running Rigging *Wire & Hemp* sufficient in size and *Good* in quality. She has *Four* Long Boats and *Good*  
 The Windlass is *Good* Capstan *Two* and Rudder *Good* Pumps *4 of 6 inch metal*  
**Engine Room Skylights.**—How constructed? *3 inch seal* How secured in ordinary weather? *Buttressed*  
 What arrangements for deadlights in bad weather? *Buttressed*  
**Coal Bunker Openings.**—How constructed? *Iron coverings* How are lids secured? *Bars* Height above deck? *15 inches*  
**Scuppers, &c.**—What arrangements for clearing upper deck of water, in case of shipping a sea? *Ports & Scuppers.*

**Cargo Hatchways.**—How formed? *4/16 Plate*  
 State size Main Hatch *20 x 12 ft* Fore Hatch *12 x 12 ft* Quarter Hatch *20 x 12 ft*  
 If of extraordinary size, state how framed and secured?  
 What arrangement for shifting beams? *One shifting Web beam in each long hatchway.*  
**Hatches, If strong and efficient?** *3 in Pine*

Order for Special Survey No. *177*  
 Date *14 May 1881*  
 Order for Ordinary Survey No. *177*  
 Date *14 May 1881*  
 No. *46* in builder's yard.

Special Survey Date of Surveys 1881  
 May 10-30. June 16. July 5-20. Aug 5-10  
 Sept 5-13 Oct 2-12 & 21.

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

*Workmanship & Material Good*  
*Fitted with Poop Bridge & Forecastle Frames all to the top height. Poop beams 6 x 3 x 0/16. Stringers on 24 x 7/16. Angles on 3 x 3 x 6/16. Plating outside 6/16. Deck 3 in Pine. Forecastle beams 4 x 6/16. Double angles to edges 3 x 3 x 6/16. Stringer plates on 24 x 7/16. Angles on 3 x 3 x 7/16. Tie plates 11 x 7/16. Plating outside 6/16. Deck 3 in Pine.*  
*Water Ballast tanks fitted in fore & after hold. Frames and connection with three plates. Side plates 7/16 angles on 3 1/2 x 3 1/2 x 7/16. Web plates 6/16 on 3 x 3 x 6/16. Plating 6/16. Tested by a head of water to the height of load line.*

State if one, two, or three decked vessel, or if spar, or arching decked; and the lengths of poop, forecabin, or raised quarter deck, and the length of double, or part double bottom.  
 How are the surfaces preserved from oxidation? Inside *Flat boarded with Portland cement* Outside *Other parts with paint*  
 I am of opinion this Vessel should be Classed *100 A1*  
 The amount of the Entry Fee ... £ 5 : 0 : 0 is received by me, *100*  
 Special ... £ 75 : 5 : 6 2 Nov 1881  
 Certificate ...  
 (Travelling Expenses, if any, £ 5-00).

Committee's Minute

Character assigned

Friday, November, 4th 1881.

*2 Dec 3 1/2 hrs*  
*2 Dec 3 1/2 hrs*

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



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