

# IRON SHEET

No. 4013 Survey held at Port Glasgow Date, First Survey 17<sup>th</sup> Dec

BOX CASE

On the Screw Steamer "Hungarian"

Master

TONNAGE under 1274.15  
Ditto of Third, Spar, or Awning Deck. 10.64  
Ditto of Propeller 23.90  
Ditto of Houses on Deck 164.59  
Ditto of Forecastle 30.45  
Gross Tonnage 1551.01  
Less Crew Space 71.34  
Less Engine Room 496.50  
Register Tonnage as out on Beam 983.89

ONE, OR TWO DECKED, THREE-DECKED VESSEL.

SPAR, OR AWNING DECKED VESSEL.

HALF BREADTH (moulded)... 17.41

DEPTH from upper part of Keel to top of Upper Deck Beams 20.59

GIRTH of Half Midship Frame (as per Rule) 33.92

1st NUMBER 71.92

1st NUMBER, if a THREE-DECKED VESSEL [deduct 7 feet]

LENGTH 258.41

2nd NUMBER 10.585

PROPORTIONS—Breadths to Length 7.41

Depths to Length—Upper Deck to Keel 12.5

Main Deck ditto

Built at

When built 1878:79

By whom built Blackwood

Owners Burrell & Sons

Port belonging to Glasgow

Destined Voyage Mediterranean

Surveyed while Building, Afloat, or in I

LENGTH on deck as per Rule 258.41

BREADTH Moulded 34.02

DEPTH top of Floors to Upper Deck Beams 10.76

Do. do. Main Deck Beams

Power of Engines 160

Horse.

Nº. of Decks with flat laid

Nº. of Tiers of Beams

One

Two

Dimensions of Ship per Register, length 260.7 breadth, 35.2 depth, 18.7

KEEL, depth and thickness 9 x 2 1/2  
STEM, moulding and thickness 9 x 2 1/2  
STERN-POST for Rudder do. do. 8 1/2 x 2 1/2  
" " for Propeller 10 x 4 1/4  
Distance of Frames from moulding edge to moulding edge, all fore and aft 24

FRAMES, Angle Iron, for 1/2 length amidships 4 1/2 x 3

Do. for 1/2 at each end 4 1/2 x 3

REVERSED FRAMES, Angle Iron 3 x 3

FLOORS, depth and thickness of Floor Plate 22

mid line for half length amidships 22

thickness at the ends of vessel 22

depth at 1/2 the half-bdth. as per Rule 11

height extended at the Bilge 24

PLANKS, Upper, Spar, or Awning Deck 24

single or d'ble Ang. Iron, Plate or Tee Bulb Iron

single or double Angle Iron on Upper edge

Average space 40

PLANKS, Main, or Middle Deck 8 1/2 x 3

single or d'ble Ang. Iron, Plate or Tee Bulb Iron

single or double Angle Iron on Upper edge

Average space 40

PLANKS, Lower Deck, Hold or Orlop 8 1/2 x 3

single or d'ble Ang. Iron, Plate or Tee Bulb Iron

single or double Angle Iron on Upper edge

Average space 40

KEELSONS Centre line, single or double plate, box, or Intercoastal Plates 17

" Rider Plate 17

" Rib Plate to Intercoastal Keelson 17

" Angle Irons 5 4 9

" Double Angle Iron Side Keelson 5 4 9

" Side Intercoastal Plate 5 4 9

" do. Angle Irons 5 4 9

" riveted to outside plating with angle iron 5 4 9

" do. Irons 5 4 9

" Bulb Iron 5 4 9

" Intercoastal plates riveted to plating for length 5 4 9

" INGER Angle Irons 5 4 9

" costal plates riveted to plating for length 5 4 9

" STRINGER Angle Irons 5 4 9

" Tonsoms, material. Knight-heads. Hawse Timbers. Sun

Windlass Sun Patent Pall Bitt

The FRAMES extend in one length from Keel to Gunwale

The REVERSED ANGLE IRONS on floors and frames extend from middle line to Main Deck raised quarter to deck on wing frame

KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? Yes

LATING. Garboard, double riveted to Keel, with rivets 1 1/2 in. diameter, averaging 5 1/2 ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 3/4 x 3/4 in. diameter, averaging 3 1/2 x 3 1/2 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 x 3/4 in. diameter averaging 3 1/2 x 3 1/2 ins. from centre to centre.

Butts of Strakes at Bilge for half length, treble riveted with Butt Straps 7/16 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 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 3 1/2 ins. from cr. to cr.

Edges of Main Sheerstrake, double & single riveted.

Butts of Main Sheerstrake, treble riveted for half length amidships.

Butts of Main Stringer Plate, treble riveted for half length amidships.

Butts of Upper or Spar Stringer Plate, treble riveted for length amidships.

Breadth of laps of plating in double riveting 4 1/2 x 5 1/4 Breadth of laps of plating in single riveting

Keelsons, Stringer and Tie Plates, treble double or single Riveted?

Secured to Beams Sun Patent (Explain by Sketch, if necessary.)

(Travelling) Engines Decks, how secured to the sides? Beam ends turned down

Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.?

Flat Keel Plates, breadth and thickness 47 11 36 11

PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges 9 9 9

" of doubling at Bilge, or increased thickness, and length applied 2 thicker 11 2 thicker 11

" fin up part of Bilge to Ir. edge of Sh'rstrake. 10 10 10

" Main Sheerstrake, breadth and thickness 40 14 40 14

" of d'bling at Sh'rstrake, & length applied from Mn. to Up. or Spar Dk. Sh'rstrake.

" Up. or Spar Dk Sh'rstrake, brdth & thickness 9 11 10 11

Butt Straps to outside plating, breadth & thickness 10 x 1 1/2 x 1 1/2 10 x 1 1/2 x 1 1/2

Lengths of Plating 16 x 1 1/2 17 1/2 x 1 1/2 19 1/2 x 1 1/2

Shifts of Plating, and Stringers 2 2 2

Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness...

Angle Iron on ditto

Tie Plates fore and aft, outside Hatchways

Diagonal Tie Plates on Beams No. of Pairs,

Planksheer material and scantling

Waterways do. do.

Flat of Upper Deck do. do.

How fastened to Beams

Stringer Plate on ends of Main or Middle Deck

Is the Stringer Plate attached to the outside plating? Yes

Angle Irons on ditto, No. 5 4 x 9 5 4 x 9

Tie Plates, outside Hatchways

Diagonal Tie Plates on Beams, No. of pairs

Waterways materials and scantlings

Flat of Lower Deck do. do.

How fastened to Beams

Stringer Plates on ends of Lower Deck, Hold or Orlop Beams

Is the Stringer Plate attached to the outside plating? Yes

Angle Irons on ditto, No. 4 4 x 9 4 4 x 9

Stringer or Tie Plates, outside Hatchways

Flat of Lower Deck

Ceiling betwixt Decks, thickness and material

" in hold do. do.

Main piece of Rudder, diameter at head

" do. at heel

Can the Rudder be unshipped afloat? Yes

Bulkheads No. 6 Thickness of 6 1/2 6 1/2

" Height up 5 Main Deck to between decks aft

" How secured to sides of ship Double frames

" Size of Vertical Angle Irons 3 x 3 x 7/16 and distance apart 30 ins.

" Are the outside Plates doubled two spaces of Frames in length? Yes

Riveted through plates with 3/4 x 7/16 in. Rivets, about 6 1/2 apart.

And butts properly shifted? Yes

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 3/4 x 3/4 in. diameter, averaging 3 1/2 x 3 1/2 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 x 3/4 in. diameter averaging 3 1/2 x 3 1/2 ins. from centre to centre.

Butts of Strakes at Bilge for half length, treble riveted with Butt Straps 7/16 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 ins. from cr. to cr.

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Butts of Main Stringer Plate, treble riveted for half length amidships.

Butts of Upper or Spar Stringer Plate, treble riveted for length amidships.

Breadth of laps of plating in double riveting 4 1/2 x 5 1/4 Breadth of laps of plating in single riveting

Keelsons, Stringer and Tie Plates, treble double or single Riveted?

Secured to Beams Sun Patent (Explain by Sketch, if necessary.)

(Travelling) Engines Decks, how secured to the sides? Beam ends turned down

Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.?

ame or trade mark Angle Sun Patent Plates, Marine & Johnston & Co

a correct description

Signature, Agent, or Master

Surveyor to Lloyd's Register of British and Foreign Shipping

W437-0193

... together throughout their length without requiring any making good of deficiencies? *Yes*  
... pieces? *Yes*  
... or plate to plate, &c., conform well to each other? *Yes*  
... countersunk in the plate and punched from the faying surfaces? *Yes*  
... or through the seams or butts of the plating? *Very few*  
... &c., are *Iron & Wood* 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.

... Main Mast in 3 plates *6 1/2* edges double riveted, butts triple with straps *1/6* thicker than the inside & plates doubled in way of wedging.  
Fore Mast *44ft dia 2 3/4* Main Mast *44ft dia 2 3/4*  
Fore Yard *40ft in dia 1 1/2* in 2 plates *5 1/2*, edges single riveted, butts triple *1/6* thicker than plates & plates doubled in way of slings.

SAILS.		CABLES, &c.		Certificate		Length & Size req'd per Rule.		Test req'd per Rule.		ANCHORS.		N <sup>o</sup> .		Weight.		Test per Certificate		W <sup>ght</sup> req'd per Rule.		Test per Rule.	
		Chain		Fms		Inches		Test		Bowers		No.		Ex. Stock		Certificate		W <sup>ght</sup> req'd per Rule.		Test per Rule.	
Fore Sails,		135	1 1/4	51 1/2	7 1/2	270 fms	1 1/2	51 1/2 x 7 1/2		4500	27.3.14	27.0.2.4	27.3.0	27							
Fore Top Sails,		135	1 1/4	51 1/2	7 1/2	270 fms	1 1/2	51 1/2 x 7 1/2		4500	27.3.14	27.0.2.4	27.3.0	27							
Fore Topmast Stay Sails,		135	1 1/4	51 1/2	7 1/2	270 fms	1 1/2	51 1/2 x 7 1/2		4500	27.3.14	27.0.2.4	27.3.0	27							
Main Sails,		135	1 1/4	51 1/2	7 1/2	270 fms	1 1/2	51 1/2 x 7 1/2		4500	27.3.14	27.0.2.4	27.3.0	27							
Main Top Sails,		135	1 1/4	51 1/2	7 1/2	270 fms	1 1/2	51 1/2 x 7 1/2		4500	27.3.14	27.0.2.4	27.3.0	27							
Warp ...		135	1 1/4	51 1/2	7 1/2	270 fms	1 1/2	51 1/2 x 7 1/2		4500	27.3.14	27.0.2.4	27.3.0	27							
quality good		135	1 1/4	51 1/2	7 1/2	270 fms	1 1/2	51 1/2 x 7 1/2		4500	27.3.14	27.0.2.4	27.3.0	27							
Standing and Running Riggers		135	1 1/4	51 1/2	7 1/2	270 fms	1 1/2	51 1/2 x 7 1/2		4500	27.3.14	27.0.2.4	27.3.0	27							

Standing and Running Rigging *Winchmen* sufficient in size and *good* in quality. She has *2* Life Long Boats and *2* other.  
The Windlass is *Napier's Patent* 1 Capstan, *Steam* Winch and Rudder *Efficient* Pumps *2* in each compartment.  
Engine Room Skylights.—How constructed? *Iron coming above bridge deck* How secured in ordinary weather? *Wood shutters with Na*  
What arrangements for deadlights in bad weather?  
Coal Bunker Openings.—How constructed? *Iron coming* How are lids secured? *Watch cannot take in* Height above deck? *15"*  
Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Ports & Scuppers*

Cargo Hatchways.—How formed? *Iron coming*  
size Main Hatch *16.0 x 8.0 x 23.0 x 10.6* Fore hatch *14.0 x 8.0* Quarter hatch *12.0 x 8.0*  
extraordinary size, state how framed and secured?  
arrangement for shifting beams? *Two shifting beams in main hatchway (Vesp Webs)*  
ies, If strong and efficient? *Yes*

Special Survey No.		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		2nd. On the plating during the process of riveting		3rd. On the plating and before the decks were fastened		4th. When the ship was complete, and before the plating was finally coated or cemented		5th. After the ship was launched and equipped	
17th Oct 1878		17th Oct 1878		Built under S.S. and surveyed 1878. Oct.		22.29. November 2. 13. 15. 18. 21. 27. December		11. 12. 21. 28. 29. 30. January		February 5. 11. 18. 24. March 5. 6. 11. 17. 19. 20		April 11. 14. 15. 18. 21.	

General Remarks (State quality of workmanship, &c.) *This Vessel has been built in conformity with the Rules and Midship section and longitudinal plans herewith appended which were submitted and approved by the Committee in letter dated 10th October 1878. The plating in way of bridge house being 6/16 in thickness, also web plates fitted in hatchway, and gusset plates to semi-box beam as required. The Main deck hatches are solid of 3" pine substantially constructed as shown in accompanying sketch. The double bottom has been tested in accordance with the Rules. The workmanship and materials are of good quality. The steel wire hawser has been supplied of 3" being in excess of that required by the Committee in letter dated 15th April 1879.*

RETAIN

are the surfaces preserved from oxidation? Inside *Portland cement to above bilge* Outside *Red lead & Paint*  
of opinion this Vessel should be Classed *100 A.1.*  
Amount of the Entry Fee ... £ 5 : 0 : 0 is received by me, *H. J. B. Cold*  
Special ... £ 62 : 0 : 0 21 April 1879  
Certificate ... £ 8 : 0 : 0  
uses, if any, £ 10/6 x 5/6 8/6  
e's Minute *25th April 1879*  
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