

IRON SHIP.

No. 6612 Survey held at Glasgow Date, First Survey 5th February 1884 Last Survey 6th August 1884
 On the Iron Screw Steamer "Charles Morand" (Received at London Office MONDAY 18 AUGUST 1884)
 Master W. P. Pitt

TONNAGE under Tonnage Deck 607.76 **ONE, OR TWO DECKED, THREE DECKED VESSEL,**
~~Under Tonnage Deck~~ 7.53 ~~Under Tonnage Deck~~
 Ditto of 58.01 **Half Breadth** (moulded) 13.5
 Ditto of Houses on Deck 71.51 **Depth** from upper part of Keel to top of Upper Deck Beams 16.83
 Ditto of Forecastle 16.35 **Girth** of Half Midship Frame (as per Rule) 27.42
 Gross Tonnage 761.32 **1st Number** 57.75
 Less Crew Space 32.71 **2nd Number** 114.92
 Less Engine Room 278.91 **Length** 199.0
 Register Tonnage as cut on Beam 454.70 **Proportions— Breadths to Length** 7.4
Depths to Length— Upper Deck to Keel 11.9

Built at Whiteinch Glasgow
When built 1884 **Launched** 26th June 1884
By whom built C. Connell & Co.
Owners "Charles Morand" Steam Shipping Co.
Residence 14 Force Place, Liverpool
Port belonging to Liverpool
Destined Voyage Liverpool
If Surveyed while Building, Afloat, or in Dry Dock.
Build under Special Survey.

LENGTH on deck as per Rule 199.0 **BREADTH—** Moulded 27.0 **DEPTH** top of Floors to Upper Deck Beams 15.5 **Power of Engines** 99 **Horse.** 99 **Nº. of Decks with flat laid** One
Nº. of Tiers of Beams Two
 Dimensions of Ship per Register, length, 200.0 breadth, 27.35 depth, 15.35 Moulded depth 16' 3"

	Inches in Ship.	Inches per Rule.		Inches in Ship.	Inches per Rule.
KEEL , depth and thickness	<u>7 1/2 x 2 1/4</u>	<u>7 1/2 x 2 1/4</u>	PLATES in Garboard Strakes, br'dth & thickness	<u>36</u>	<u>9</u>
STEM , moulding and thickness	<u>7 x 2 1/4</u>	<u>7 x 2 1/4</u>	From Garboard to upper part of Bilges	<u>18</u>	<u>9</u>
STERN-POST for Rudder do. do.	<u>7 x 1 1/2</u>	<u>7 x 1 1/2</u>	Of Bilge at Bilge, increased thickness, and length applied	<u>18</u>	<u>9</u>
" " for Propeller	<u>7 x 1 1/2</u>	<u>7 x 1 1/2</u>	From up. prt of Bilge to l. edge of Sh'rstrake	<u>8</u>	<u>8</u>
Distance of Frames from moulding edge to moulding edge, all fore and aft	<u>22</u>	<u>22</u>	Main Sheerstrake, breadth and thickness	<u>36</u>	<u>11</u>
			Of d'bling at Sh'atk. & lng. applied	<u>36</u>	<u>11</u>
FRAMES , Angle Iron, for 1/2 length amidships	<u>3 1/2 x 3</u>	<u>3 1/2 x 3</u>	Of d'bling at Sh'atk. & lng. applied	<u>36</u>	<u>11</u>
Do. for 1/2 at each end	<u>3 1/2 x 3</u>	<u>3 1/2 x 3</u>	Of d'bling at Sh'atk. & lng. applied	<u>36</u>	<u>11</u>
REVERSED FRAMES , Angle Iron	<u>3 1/2 x 3</u>	<u>3 1/2 x 3</u>	Of d'bling at Sh'atk. & lng. applied	<u>36</u>	<u>11</u>
FLOORS , depth and thickness of Floor Plate at mid line for half length amidships	<u>16 1/2</u>	<u>16 1/2</u>	Of d'bling at Sh'atk. & lng. applied	<u>36</u>	<u>11</u>
" thickness at the ends of vessel	<u>8 1/4</u>	<u>8 1/4</u>	Of d'bling at Sh'atk. & lng. applied	<u>36</u>	<u>11</u>
" depth at 3/4 the half-bdth. as per Rule	<u>8 1/4</u>	<u>8 1/4</u>	Of d'bling at Sh'atk. & lng. applied	<u>36</u>	<u>11</u>
" height extended at the Bilges	<u>33</u>	<u>33</u>	Of d'bling at Sh'atk. & lng. applied	<u>36</u>	<u>11</u>
BEAMS , Upper, Span on <u>Deck</u>	<u>8 1/2</u>	<u>8 1/2</u>	Of d'bling at Sh'atk. & lng. applied	<u>36</u>	<u>11</u>
Single or double Angle Iron on Upper edge	<u>2 1/2 x 2 1/2</u>	<u>2 1/2 x 2 1/2</u>	Of d'bling at Sh'atk. & lng. applied	<u>36</u>	<u>11</u>
Average space	<u>44</u>	<u>44</u>	Of d'bling at Sh'atk. & lng. applied	<u>36</u>	<u>11</u>
BEAMS , Main <u>Deck</u>	<u>8 1/2</u>	<u>8 1/2</u>	Of d'bling at Sh'atk. & lng. applied	<u>36</u>	<u>11</u>
Single or double Angle Iron on Upper edge	<u>2 1/2 x 2 1/2</u>	<u>2 1/2 x 2 1/2</u>	Of d'bling at Sh'atk. & lng. applied	<u>36</u>	<u>11</u>
Average space	<u>44</u>	<u>44</u>	Of d'bling at Sh'atk. & lng. applied	<u>36</u>	<u>11</u>
BEAMS , Lower <u>Deck</u>	<u>8 1/2</u>	<u>8 1/2</u>	Of d'bling at Sh'atk. & lng. applied	<u>36</u>	<u>11</u>
Single or double Angle Iron on Upper edge	<u>2 1/2 x 2 1/2</u>	<u>2 1/2 x 2 1/2</u>	Of d'bling at Sh'atk. & lng. applied	<u>36</u>	<u>11</u>
Average space	<u>44</u>	<u>44</u>	Of d'bling at Sh'atk. & lng. applied	<u>36</u>	<u>11</u>
BEAMS , Hold <u>Deck</u>	<u>8 1/2</u>	<u>8 1/2</u>	Of d'bling at Sh'atk. & lng. applied	<u>36</u>	<u>11</u>
Single or double Angle Iron on Upper edge	<u>2 1/2 x 2 1/2</u>	<u>2 1/2 x 2 1/2</u>	Of d'bling at Sh'atk. & lng. applied	<u>36</u>	<u>11</u>
Average space	<u>44</u>	<u>44</u>	Of d'bling at Sh'atk. & lng. applied	<u>36</u>	<u>11</u>
KEELSONS Centre line, single <u>plate</u>	<u>12</u>	<u>12</u>	Of d'bling at Sh'atk. & lng. applied	<u>36</u>	<u>11</u>
" Rider Plate	<u>9 1/2</u>	<u>9 1/2</u>	Of d'bling at Sh'atk. & lng. applied	<u>36</u>	<u>11</u>
" Bulb Plate to Intersectal Keelson	<u>4 1/2</u>	<u>4 1/2</u>	Of d'bling at Sh'atk. & lng. applied	<u>36</u>	<u>11</u>
" Angle Irons	<u>7</u>	<u>7</u>	Of d'bling at Sh'atk. & lng. applied	<u>36</u>	<u>11</u>
" Bulb Angle Iron Side Keelson	<u>5</u>	<u>5</u>	Of d'bling at Sh'atk. & lng. applied	<u>36</u>	<u>11</u>
" Side Intersectal Plate	<u>5</u>	<u>5</u>	Of d'bling at Sh'atk. & lng. applied	<u>36</u>	<u>11</u>
" Attached to outside plating with angle iron	<u>5</u>	<u>5</u>	Of d'bling at Sh'atk. & lng. applied	<u>36</u>	<u>11</u>
BILGE Angle Irons	<u>4 1/2</u>	<u>4 1/2</u>	Of d'bling at Sh'atk. & lng. applied	<u>36</u>	<u>11</u>
" do. Bulb Iron	<u>7</u>	<u>7</u>	Of d'bling at Sh'atk. & lng. applied	<u>36</u>	<u>11</u>
" Intersectal plates riveted to plating for length	<u>7</u>	<u>7</u>	Of d'bling at Sh'atk. & lng. applied	<u>36</u>	<u>11</u>
BILGE STRINGER Angle Irons	<u>4 1/2</u>	<u>4 1/2</u>	Of d'bling at Sh'atk. & lng. applied	<u>36</u>	<u>11</u>
" Intersectal plates riveted to plating for length	<u>7</u>	<u>7</u>	Of d'bling at Sh'atk. & lng. applied	<u>36</u>	<u>11</u>
STRONGER Angle Irons	<u>4 1/2</u>	<u>4 1/2</u>	Of d'bling at Sh'atk. & lng. applied	<u>36</u>	<u>11</u>
" Intersectal plates riveted to plating for length	<u>7</u>	<u>7</u>	Of d'bling at Sh'atk. & lng. applied	<u>36</u>	<u>11</u>

The **FRAMES** extend in one length from middle line to Annular
 The **REVERSED ANGLE IRONS** on floors and frames extend from middle line to Annular and to Hold Strops 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 in. diameter, averaging 5 ins. from centre to centre.

" Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 3/4 in. diameter, averaging 3 ins. from centre to centre.
 " Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 in. diameter averaging 3 ins. from centre to centre.
 " Butts of 2 Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 1/2 thicker than the plates they connect.
 " Edges from Bilge to Main Sheerstrake, worked clencher, double single riveted; with rivets 3/4 in. diameter, averaging 3 ins. from cr. to cr.
 " Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 3 ins. from cr. to cr.
 " Edges of Main Sheerstrake, double single riveted. Upper Sheerstrake double single riveted.
 " Butts of Main Sheerstrake, treble riveted for 1/2 length amidships. Butts of Upper or Span Strake treble riveted for length amidships
 " Butts of Main Stringer Plate, double riveted for length amidships. Butts of Upper or Span Strake double riveted for length amidships
 " Breadth of laps of plating in double riveting 4 1/2 Breadth of laps of plating in single riveting

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Double Little No. of Breasthooks, 4 Crutches, 3 slap floors

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

Manufacturer's name or trade mark, Anglo & Brand-Coats. Harro & Co. Moor & Co. Longins - Connell.

The above is a correct description.
 Builder's Signature, C. Connell & Co Surveyor's Signature, Cas. Fowling
per C. Connell 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.
 * If Iron Deck, state if whole or part, and if wood deck is laid thereon.

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GLS149-0281

Workmanship. Are the butts of plating planed or otherwise fitted?

Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies?

Are the fillings between the ribs and plates solid single pieces?

Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other?

Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces?

Do any rivets break into or through the seams or butts of the plating?

Masts, ~~Bowsprit, and~~ *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. *The spars are in accordance with approved description attached hereto. The iron was tested as required by the Rules and found satisfactory. Consett brand.*

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested & Suprntd.
SAILS.												
CABLES, &c.												
N ^o .	Chain	120-2 1/2	1 3/8	5 1/4	240-1 3/8	26 June/84	Bower Anchors	1	18.0.0	19.0.0.0	16.3.0	25 June/84
	Fore Sails,	120-2 1/2	1 3/8	5 1/4	240-1 3/8	26 June/84		1	17.1.14	18.10.2.14	16.3.0	25 June/84
	Fore Top Sails,	60	2 3/8	20 5/8	60-2 3/8	26 June/84		1	14.2.0	16.1.1.0	14.1.0	25 June/84
	Fore Topmast Stay Sails,	90	9	90-9	90-9	26 June/84		1	5.2.14	7.18.1.21	5.2.0	12 June/84
	Main Sails,	90	3 3/8	18 1/2	90-3 3/8	26 June/84		1	3.0.0	5.10.0.0	2.3.0	25 June/84
	Main Top Sails,	90	2 1/2	9 1/2	90-2 1/2	26 June/84		1	1.1.24	2.13.0.14	1.2.0	30 June/84
	Standing and Running Rigging	350	5 1/2	350	350	26 June/84						
	The Windlass is											
	Engine Room Skylights.											
	Coal Bunker Openings.											
	Scuppers, &c.											
	Cargo Hatchways.											
	State size Main Hatch	18.2 x 10.0 x 36 high										
	Fore hatch	7.2 x 7.10 x 36 high										
	Quarterhatches	7.3 x 7.10 x 19 high										
	If of extraordinary size, state how framed and secured?											
	What arrangement for shifting beams?											
	Hatches, If strong and efficient?											

Order for Special Survey No. 1920

Date 4th January 1884

Origin of Survey

Date

No. 139 in builder's yard.

State dates of letters respecting this case

- 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. When the beams were in and fastened, and before the decks were laid....
- 4th. When the ship was complete, and before the plating was finally coated or cemented..
- 5th. After the ship was launched and equipped

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

The workmanship is good, and the vessel has been constructed in accordance with the approved sketches (4 in No.) of Builders' Section, Profile, Deck plans, and Pumping arrangement; a description of spars, and 3 Forging Reports are also attached hereto. This vessel is constructed with a partial double bottom, extending through the machinery space and some distance into the after hold, this tank is 4 ft. in depth from top of keel and is built on the McIntyre System, it has been tested by pressure and found good; the fore and after peaks have also been filled with water and found satisfactory. The main deck, stringer is double instead of treble riveted, doubling plates are fitted to shestrake in way of beam of Quarter deck, and also at beam of bridge as approved in Surveyors letter 19th March 1884. She has also an iron main deck of 1/4" and 5/16" plates (See plan).

Forecastle 21.6" wood hull head at after end. Bridge 48.0" no door in front hull head.

Raised Quarter deck 79.0" and 3.0" high.

State if one, ~~on the~~ *on the* decked vessel, ~~if on~~ *if on* crossing deck, and the lengths of ~~any~~ *any* bridge, fore-castle, 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 *100 A.1.* One deck (part iron), 2 tiers of frames.

The amount of the Entry Fee£ 3 : 0 : 0 is received by me, *14/8/ 1884*

Special£ 36 : 9 : 0

(to be sent as per margin). Certificate£ 0 : 0 : 0

(Travelling Expenses, if any, £).

Committee's Minute

Character assigned

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

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