

IRON SHIP. 204 75

No. 4634 Survey held at Glasgow Date, First Survey 18th Dec 1877 Last Survey 9th April 1878
On the S. S. "Fanny" Master Robt Brown

TONNAGE under Tonnage Deck } 257.77
Ditto of Third, Spar, or Awning Deck }
Ditto of Hold, or Raised Qr. Dk. } 31.68
Ditto of Houses on Deck } 9.63
Ditto of Forecastle } 9.22
Gross Tonnage } 308.35
Less Crew Space } 17.89
Less Engine Room } 290.46
Register Tonnage as cut on Beam } 98.67
191.79

ONE, OR TWO DECKED, THREE DECKED VESSEL.
~~SPAR, OR AWNING DECKED VESSEL.~~
HALF BREADTH (moulded)... 10.75
DEPTH from upper part of Keel to top of Upper Deck Beams 12.5
GIRTH of Half Midship Frame (as per Rule) 20.75
1st NUMBER 44.00
1st NUMBER, if a THREE DECKED VESSEL
LENGTH 149
2nd NUMBER 6556
PROPORTIONS—Breadth to Length over 6 ft. & under 7 6.9
Depths to Length—Upper Deck to Keel
Main Deck ditto 11 1/2 and under 12 11.9

Built at Glasgow
When built 1877-78 Launched 7th March 1878
By whom built A & S. Inglis
Owners J. Burnett & Sons
Port belonging to London
Destined Voyage London Trader
Surveyed while Building, Afloat, or in the Dock.

LENGTH on deck as per Rule 149 Feet. 11 5/2
BREADTH—Moulded 21 Feet. 6
DEPTH top of Floors to Upper Deck Beams 11 5/2 Feet. 11 5/2
Power of Engines 50 Horse.
No. of Decks with flat laid One
No. of Tiers of Beams One

Dimensions of Ship per Register, length, 151.0 breadth, 21.6 depth, 11.8

KEEL, depth and thickness 6 x 1 1/8
STEM, moulding and thickness 6 x 1 3/4
STERN-POST for Rudder do. do. 6 x 3 1/2
" for Propeller 6 x 3 1/2
Distance of Frames from moulding edge to moulding edge, all fore and aft 21

FRAMES, Angle Iron, for 3/4 length amidships 3 2 1/2 5
Do. for 1/4 at each end 3 2 1/2 5

REVERSED FRAMES, Angle Iron 2 1/2 2 1/2 4 2 1/2 2 1/2 4

FLOORS, depth and thickness of Floor Plate at mid line for half length amidships 12 1/2 x 6
thickness at the ends of vessel 5
depth at 3/4 the half-bdth. as per Rule 6 1/4
height extended at the Bilges twice

BEAMS, Upper, Spar, or Awning Deck Single or double Angle Iron, Plate or Tee Bulb Iron

Single or double Angle Iron on Upper edge Average space 42

BEAMS, Main, or Middle Deck Single or double Angle Iron, Plate or Tee Bulb Iron

Single or double Angle Iron on Upper Edge Average space 42

BEAMS, Lower Deck, Hold, or Orlop Single or double Angle Iron, Plate or Tee Bulb Iron

Single or double Angle Iron on Upper Edge Average space 42

KEELSONS Centre line, single or double plate, box, or intercostal plates 10 x 8

Rider Plate 6 1/2 x 8

Bulb Plate to Intercostal Keelson 3 x 3

Angle Irons 3 x 3

Double Angle Iron Side Keelson 4

Side Intercostal Plate 4

do. Angle Irons 4

Attached to outside plating with angle iron

BILGE Angle Irons 3 x 3

do. Bulb Iron 5 x 5

do. Intercostal plates riveted to plating for length 3 x 3

BILGE STRINGER Angle Irons 3 x 3

Intercostal plates riveted to plating for length 3 x 3

SIDE STRINGER Angle Irons 3 x 3

Transoms, material. Knight-heads. Hawse Timbers. Iron

Windlass Harfield's 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 bilge from front of quarter to

KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? 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 3/4 ins. from centre to centre.

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

Butts of One Strakes at Bilge for 1/2 length, double riveted with Butt Straps 1/4 thicker than the plates they connect.

Edges from bilge to Main Sheerstrake, worked clencher, double riveted; with rivets 3/4 in. diameter, averaging 3 3/4 ins. from cr. to cr.

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

Edges of Main Sheerstrake, double riveted. Upper Sheerstrake, double or single riveted.

Butts of Main Sheerstrake, double riveted for whole length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.

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

Breadth of laps of plating in double riveting 4 1/2. Breadth of laps of plating in single riveting 3.

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

Waterway, how secured to Beams Gutter (Explain by Sketch, if necessary.)

Beams of the various Decks, how secured to the sides? By knees turned down No. of Breasthooks, Four Crutches, Four

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-Massend, Plate Jones Bros, Middlesburgh

The above is a correct description.

Builder's Signature, A & S. Inglis

Surveyor's Signature, Saml. Lanthorn

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

Flat Keel Plates, breadth and thickness 30 8 30 8
PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges 7-6-8
of doubling at Bilge, increased thickness, and length applied 1 strake 1/6
fm up part of Bilge to l.r. edge of Sh'rstrake 6-7 6-7
Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied from Mn. to Up or Spar Dk Sh'rstrake 30 9 30 9
Up or Spar Dk Sh'rstrake, breadth & thickness 6
Butt Straps to outside plating, breadth & thickness 9 3/4 8 10-6 9 3/4 8 10-6
Lengths of Plating 14 ft.
Shifts of Plating, and Stringers Two spaces Two spaces
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
Plankboard 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 Beams, breadth and thickness 34 6 34 6
Is the Stringer Plate attached to the outside plating? Yes Yes
Angle Irons on ditto, No. 1 8 x 3 x 6 8 x 3 x 6
Tie Plates, outside Hatchways 7 6 7 6
Diagonal Tie Plates on Beams, No. of pairs None None
Waterways materials and scantlings Gutter 3
Flat of Middle Deck do. Yellow Pine 3
How fastened to Beams Nails and Screws
Stringer Plates on ends of Lower Deck, Hold or Orlop Beams 4 ft. 6 in. from aft to 1/4 strake forward of bilge, built with face angles 3 3/4, as per sketch
Is the Stringer Plate attached to the outside plating? Yes Yes
Angle Irons on ditto, No.
Stringer or Tie Plates, outside Hatchways
Flat of Lower Deck
Coiling between Decks, thickness and material
in hold do. 2 2
Main piece of Rudder, diameter at head 33 1/4 do. at heel 2 1/4 33 1/4 2 1/4
Can the Rudder be unshipped afloat? Yes
Bulkheads No. 4 Thickness of 4
Height up 30 deck
How secured to sides of ship By double frames
Size of Vertical Angle Irons 2 1/2 x 2 1/2 x 1/6 and distance apart 30 ins.
Are the outside Plates doubled two spaces of Frames in length? Yes

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 20475 Iron

Masts, Bowsprit, Yards, &c., are all 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 Two Masts Schooner rigged

NUMBER for EQUIPMENT		7211	Fathoms.	Inches.	Test per Certificate.	Length & Size req'd pr Rule.	Test req'd per Rule.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate	W'ght req'd per Rule.	Test req'd per Rule.
One suit	SAILS.	CABLES, &c.	165	1	18	165-1	18	Bowers	7	7.3.20	10.2.2.0	7 1/4	9 9/20
	Fore Sails,	Chain						Nubketon	Stock	1.3.25			
	Fore Top Sails,	11 Mar/78						O. H. Lewis	Stock	7.1.24	9.13.3.0	7 1/4	9 9/20
	Fore Topmast Stay Sails	13 Mar/78						Total		15.1.16	Total	14 1/2	
	Main Sails,	Iron	45	1 1/16		45. 1/16		Stream	13 Mar/78	1	2.3.0	4 1/2	23 1/4
	Main Top Sails,	Hawser ...	90	7 1/2		75-7 1/2		Kedges		1	1.1.6	1 1/4	
	and	Towlines ...	90	6		75-5 1/2							
		Warp ...	90	4 1/2									
		quality	90										

Standing and Running Rigger Wine & Hemp sufficient in size and good in quality. She has Two Long Boat and one with buoyancy
The Windlass is Good Capstan — and Rudder Good Pumps Good and efficient
Engine Room Skylights.—How constructed? Teak framing with Bulls' eyes How secured in ordinary weather? Battut
What arrangements for deadlights in bad weather? Teak framing
Coal Bunker Openings.—How constructed? Circular Castings How are lids secured? Checked Height above deck? Flush
Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? 3 water ports and 3 scuppers each side

Cargo Hatchways.—How formed? Plate and angle iron

State size Main Hatch 10.6 x 8.0 Forehatch — Quarterhatch 7 x 5

If of extraordinary size, state how framed and secured? —

What arrangement for shifting beams? —
Hatches, If strong and efficient? Yes

Order for Special Survey No. <u>1313</u>	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	<u>1877 Decr 18, 22, 24</u>
Date <u>Decr 19/77</u>		2nd. On the plating during the process of riveting	<u>1878 Jan'y. 8, 14, 17, 23, 26, 29, 30</u>
Order for Ordinary Survey No. <u>—</u>		3rd. When the beams were in and fastened, and before the decks were laid...	<u>Feb'y 5, 9, 12, 14, 16, 18, 21, 22, 27, 28</u>
Date <u>—</u>		4th. When the ship was complete, and before the plating was finally coated or cemented...	<u>March 4, 7, 16, 18, 26</u>
No. <u>145</u> in builder's yard.		5th. After the ship was launched and equipped	<u>April 3, 8, 9</u>

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

The workmanship is of good quality - Built in accordance with the approved sketches of midship and longitudinal sections herewith and in general conformity with the Rules with a view to the grade contemplated

Fitted with a raised Quarter Deck 48 feet long - Bridge House 35 feet long and Forecastle 32 feet long

State if one, two, or three decked vessel, or if spar, or awning decked, and the lengths of poop, forecastle, or raised quarter deck, and the length of double, or part double bottom.

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

I am of opinion this Vessel should be Classed 100 A1

The amount of the Entry Fee ... £ 4 : : : is received by me, 13.9th Jan'y. 1878

Special ... £ 15 : : : April 1878

Certificate ... Entry

(Travelling Expenses, if any, £ —).

Committee's Minute

12th April, 1878

Character assigned

100 A1
Order

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

This vessel appears eligible to be classed as recommended over 100 A1
14/4/78