

# IRON SHIP.

No. 634 Survey held at Glasgow Date, First Survey 18<sup>th</sup> Decr 1877 Last Survey 9<sup>th</sup> April 1878  
On the S. S. "Fanny" Master Rob Brown

TONNAGE under Tonnage Deck } 257.77 ONE, OR TWO DECKED, THREE DECKED VESSEL.  
 Ditto of Third Spar, or Awning Deck }  
 Ditto of Hoop, or Raised Qr. Dk. } 31.68 SPAR, OR AWNING DECKED VESSEL.  
 Ditto of Houses on Deck } 9.63 HALF BREADTH (moulded)... .. 10.75 Feet.  
 Ditto of Forecastle } 9.22 DEPTH from upper part of Keel to top of Upper Deck Beams 12.5  
 Gross Tonnage } 308.35 GIRTH of Half Midship Frame (as per Rule) ... .. 20.75  
 Less Crew Space } 17.89 1st NUMBER ... .. 44.00  
 Less Engine Room } 290.46 2nd NUMBER ... .. 6556  
 Register Tonnage } 98.67 PROPORTIONS—Breadth to Length over 6/12 under 7 6/9  
 as cut on Beam } 191.79 Depths to Length—Upper Deck to Keel ... ..  
 Main Deck ditto ... .. 11 1/2 and under 12 1/4

Built at Glasgow  
 When built 1877-78 Launched 7<sup>th</sup> 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.

PLANS CASE

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

	Inches in Ship.	16ths in Ship.	Inches per Rule	16ths per Rule		Inches in Ship.	16ths in Ship.	Inches per Rule	16ths per Rule
KEEL, depth and thickness	6 x 1 7/8		6 x 1 7/8		Flat Keel Plates, breadth and thickness	30	8	30	8
STEM, moulding and thickness	6 x 1 3/4		6 x 1 3/4		PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges	—	7-6-8	—	7-6-8
STERN-POST for Rudder do. do.	6 x 3 1/2		6 x 3 1/2		" of doubling at Bilge, or increased thickness, and length applied	—	8	—	8
" for Propeller	6 x 3 1/2		6 x 3 1/2		" fm up part of Bilge to lr. edge of Sh'rstrake	—	6-7	—	6-7
Distance of Frames from moulding edge to moulding edge, all fore and aft	21		21		" 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
FRAMES, Angle Iron, for 2/3 length amidships	3 2 1/2 5		3 2 1/2 5		" Up or Spar Dk Sh'rstrake, breadth & thickness	—	—	—	—
Do. for 1/3 at each end	3 2 1/2 5		3 2 1/2 5		Butt Straps to outside plating, breadth & thickness	9 3/4 8 1/4	10-6	9 3/4 8 1/4	10-6
REVERSED FRAMES, Angle Iron	2 1/2 2 1/2 4		2 1/2 2 1/2 4		Lengths of Plating	14 ft 6 in			
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	12 1/2 x 6		12 1/2 x 6		Shifts of Plating, and Stringers	Two spaces		Two spaces	
" thickness at the ends of vessel	—	5	—	5	Gunwale Plate on ends of Awning Spar, or Upper Deck Beams, breadth and thickness	—	—	—	—
" depth at 2/3 the half-bdth. as per Rule	6 1/4		6 1/4		Angle Iron on ditto	—	—	—	—
" height extended at the Bilges	Twice		Twice		Tie Plates fore and aft, outside Hatchways	—	—	—	—
BEAMS, Upper, Spar, or Awning Deck	—	—	—	—	Diagonal Tie Plates on Beams No. of Pairs	—	—	—	—
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	—	—	—	—	Plankstee material and scantling	—	—	—	—
Single or double Angle Iron on Upper edge	—	—	—	—	Waterways do. do.	—	—	—	—
Average space	—	—	—	—	Flat of Upper Deck do. do.	—	—	—	—
BEAMS, Main, or Middle Deck	5 3 7		5 3 7		How fastened to Beams	—	—	—	—
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	—	—	—	—	Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness	34	6	34	6
Single or double Angle Iron, on Upper Edge	—	—	—	—	Is the Stringer Plate attached to the outside plating?	Yes	—	Yes	—
Average space	42		42		Angle Irons on ditto, No. 1	3 x 3 x 6		3 x 3 x 6	
BEAMS, Lower Deck, Hold, or Orlop	—	—	—	—	Tie Plates, outside Hatchways	7 6		7 6	
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	—	—	—	—	Diagonal Tie Plates on Beams, No. of pairs	None		None	
Single or double Angle Iron on Upper Edge	—	—	—	—	Waterways materials and scantlings	Gutter		3	
Average space	—	—	—	—	Flat of Middle Deck do. Yellow Pine	3		3	
KEELSONS Centre line, single or double plate, box, or Intercostal Plates	10 x 8		10 x 8		How fastened to Beams	Nails and Screws			
" Rider Plate	6 1/2 x 8		6 1/2 x 8		Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	—	—	—	—
" Bulb Plate to Intercostal Keelson	—	—	—	—	Is the Stringer Plate attached to the outside plating?	—	—	—	—
" Angle Irons	3 3 6		3 3 6		Angle Irons on ditto, No. 2	—	—	—	—
" Double Angle Iron Side Keelson	—	—	—	—	Stringer or Tie Plates, outside Hatchways	—	—	—	—
" Side Intercostal Plate	—	4	—	4	Flat of Lower Deck	—	—	—	—
" do. Angle Irons	—	—	—	—	Coiling between Decks, thickness and material	—	—	—	—
" Attached to outside plating with angle iron	—	—	—	—	" in hold do. Pitch Pine	2		2	
BILGE Angle Irons	3 3 6		3 3 6		Main piece of Rudder, diameter at head	33/4		33/4	
" do. Bulb Iron... 1/2 length	5 x 5		5 x 5		do. at heel	2 1/4		2 1/4	
" do. Intercostal plates riveted to plating for 1/2 length	—	—	—	—	Can the Rudder be unshipped afloat?	Yes		Yes	
BILGE STRINGER Angle Irons	3 3 6		3 3 6		Bulkheads No. 4 Thickness of	—	4	—	4
Intercostal plates riveted to plating for 1/2 length	—	—	—	—	" Height up	30 deck			
SIDE STRINGER Angle Irons	3 3 6		3 3 6		" How secured to sides of ship	By double frames			
Transoms, material. Knight-heads. Hawse Timbers.	Iron				" Size of Vertical Angle Irons	2 1/2 x 2 1/2 x 1/2		and distance apart	30 ins.
Windlass	Harfield's Patent				" Are the outside Plates doubled two spaces of Frames in length?	Yes			

The FRAMES extend in one length from Keel to Gunwale Riveted through plates with 7/8 in. Rivets, about 5 apart.  
 The REVERSED ANGLE IRONS on floors and frames extend from middle line to bilge from front of quarter and 16 in. astern  
 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 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 or inter 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 or single 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 tanded 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, Plato Jones Brog, Middletburgh  
 The above is a correct description.  
 Builder's Signature, A & S. Inglis Surveyor's Signature, Saml. Lathorn  
 Surveyor to Lloyd's Register of British and Foreign Shipping.

IRON 476-0546

**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		Fathoms.	Inches.	Test per Certificate.	Length & Size req'd pr Rule.	Test req'd per Rule.	ANCHORS.	N <sup>o</sup> .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.	
One suit	SAILS.						Bowers	7	7.3.20	10.2.2.0	7/4	9 9/20	
	Fore Sails,	165	1	18	165-1	18	Nubbinon	Stock	1.3.25				
	Fore Top Sails,					27	11 Mar 78	Stock	7.1.24	9.13.3.0	7/4	9 9/20	
	Fore Topmast Stay Sails						O. Lewis	Stock	1.3.25				
	Main Sails,	45	1 1/16		45 1/16		Total		15.1.16	Total	14 1/2		
	Main Top Sails,	90	7/2		75-7 1/2		Stream	13 Mar 78	1	2.3.0	4 1/2	2 3/4	
	Warp	90	5		75-5 1/2		Kedges		1	1.1.6		1 1/4	
and	quality	90	4 1/2										

Standing and Running Rigging *Wine & Hemp* sufficient in size and *good* in quality. She has *Two* ~~long~~ *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. *1418* Date *Decr 19/78*  
 Order for Ordinary Survey No. *-* Date *-*  
 No. *145* in builder's yard.

- 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 *1877 - Decr 18, 22, 24*
  - 2nd. On the plating during the process of riveting *1878 - Jany. 8, 14, 17, 23, 26, 29, 30*
  - 3rd. When the beams were in and fastened, and before the decks were laid... *Febry 5, 9, 12, 14, 16, 18, 21, 22, 27, 28*
  - 4th. When the ship was complete, and before the plating was finally coated or cemented... *March 4, 7, 10, 18, 26*
  - 5th. After the ship was launched and equipped *April 3, 5, 9*

**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, <sup>and</sup> 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 Saml. Laphorn*  
 Special ... £ 15 : : : *April 1878*  
 Certificate ... *Entry*

(Travelling Expenses, if any, £ *-*).

Committee's Minute *12th April, 1878.*

Character assigned *100 A1*  
*Lloyd's Register*  
 Surveyor to Lloyd's Register of British and Foreign Shipping.  
*This vessel appears eligible to be classed as recommended by Lloyd's Register of British and Foreign Shipping.*  
*100 A1*  
*15c.*  
*11/4/78*