

COMPOSITE SHIP.

2760

Recd 5/3/68

No. 2760 Survey held at Glasgow Date March 3rd 1888

on the Ship County of Shik Master Battasby

Tonnage under tonnage deck 995.87 Built at Glasgow When built 1858 Launched 25th Jan 1858
 Ditto of poop, or quarter deck 5.1 or spar deck 5.1

Ditto of store engine room 2.11 By whom built McCormell & Co. Owners R. J. Laird

Gross tonnage 1003.08 Port belonging to Glasgow Destined Voyage Java

Surveyed while Building, Afloat, or in Dry Dock whilst building and afloat

Length aloft	Feet. Inches.	Extreme Breadth	Feet. Inches.	Depth from top of Upper Deck Beam to top of Floor	Feet. Inches.	Power of Engines	Horse.	N ^o . of Decks
200		33	5	20	7			One
<i>(Dimensions of Ship per Register, length 207.5 breadth 33.5 depth 20.5)</i>								
<i>As per approved section</i>								
Section Outside Plank.								
Keel, siding and moulding	15 1/2 x 17	15 1/2 x 15 1/2	Garboard Strakes, thickness	10 x 12				
„ plate, breadth and thickness	30 x 12	30 x 12	Garboard to Topsides ditto	5 3/4				
Stem, siding and moulding	15 1/2 x 23	15 1/2 x 15 1/2	Topsides ditto	4 1/2				
Fore deadwood plate, breadth and thickness	14 1/2 x 18		Sheerstrakes ditto	4 1/2				
Stern-post, siding and moulding	15 1/2 x 24	15 1/2 x 15 1/2	Planksheers ditto	4				
After deadwood plate, breadth and thickness	14 1/2 x 18		Water-Upper Deck	15 x 8				
Distance of Frames from moulding edge to moulding edge, all fore and aft	18	18	Ways Lower Deck					
Frames, Size of Angle Iron, single or double	4 1/2 3 1/2 90	4 1/2 3 1/2 90	Iron Sheerstrake, breadth and thickness	34 1/2 10 34 1/2 10				
Reversed Iron, if to every frame	to the upper part of	to the upper part of	„ Bilge Plate ditto ditto	17 10 17 10				
to every other frame	to the gunwale	to the gunwale	Diagonal Plates on Frames	9 10 9 10				
Floors, depth and thickness of Floor Plate at Mid line	23 10 22 10		Gunwale Plate or Stringer on ends of Upper Deck Beams, breadth and thickness	30 10 30 10				
„ Ditto ditto at Bilge Keelson	9 10 9 10		Angle Iron on ditto	5 x 4 1/2 x 90 5 x 4 1/2 x 90				
„ Size of Reversed Angle Iron, and N ^o at top of Floor Plate	3 1/2 3 70 3 1/2 3 70		Stringer or Tie Plates fore and aft, on Upper Deck Beams, outside Hatchways	12 10 12 10				
„ If of Wood, siding & mould'g, at Mid. line	„ „ „ „		Diagonal Tie Plates on ditto	12 10 12 10				
Beams, Deck (N ^o .) double Angle Iron, Plate, Tee, or Bulb Iron	8 10 8 10		Flat of Upper Deck, thickness	4 10 4 10				
„ „ double or single Angle Iron, on upper edge	3 3 90 3 3 90		Ceiling betwixt Decks, thickness	Battens 2 10 2 10				
„ „ average space between	4 feet 6 inches 4 feet		„ in Hold, thickness	2 10 2 10				
„ Hold, or Lower Deck (N ^o .) double Angle, Tee, Plate, or Bulb Iron	9 10 9 10		Clamps or Spirketting ditto	„ „ „ „				
„ „ double or single Angle Iron, on upper edge	3 3 90 3 3 90		Stringer Plates on ends of Hold or Lower Deck Beams, breadth and thickness	23 10 22 10				
„ „ average space between	4 feet 6 inches 4 feet		Stringer or Tie Plates fore and aft outside Hatchways, on Hold or Lower Deck Beams	12 10 12 10				
Keelson, single or double plate, box, or intercostal	single plate		Stringers in Hold	5 x 4 1/2 x 90 5 x 4 1/2 x 90				
„ Size of Plates	15 10 13 10 13 10		Flat of Lower Deck, thickness	„ „ „ „				
„ Size of Angle Irons	5 1/2 90 5 1/2 90		Diameter of Hold Pillars	3 1/2 10 3 1/2 10				
„ If of Wood, siding and moulding	„ „ „ „		Main piece of Rudder, diameter at head	10 1/2 10 1/2				
„ Side, single or double, plate, box, or intercostal	intercostal		(Can the Rudder be unshipped afloat)	Yes				
„ Bilge (N ^o .) at each Bilge, single, or double, plate or box	5 1/2 90 5 1/2 90							

The Floors consist of Iron Plates The Main piece of Rudder is British Oak of Windlass is Greenheart

The Keel is Cast Iron The Main Keelson is Iron Plates & Angle Bars and free from all defects.

The Stem, and Stern Post of Teak and Aprons of Iron Plates & Teak Deadwood, of Teak and are free from all defects.

The Deck and Hold Beams of Bulb & Angle Bars The Breasthooks of Iron Plates The Knees of Iron Plates

Planking Outside.—From the Keel to the Height 4 feet 6 inches the Plank is American Rock Elm

From the above named Height to the Light Water Mark Greenheart, in midships & Teak at ends

From the Light Water Mark to the Wales Greenheart in midships and Teak at ends.

The Wales and Black-strakes are Greenheart & Teak. The Topsides & Sheerstrakes Teak

The Spirketting and Planksheers Teak The Water-ways { Upper Deck Teak Lower Deck Teak

The Decks Yellow Pine State of new How fastened to Beams nut and screw bolts

The Shifts of the Planking are not less than six Feet Inches. N. B. If less than prescribed by the Rule, state whether general or partial, and if partial, in what part of the Ship.

The Planking is wrought True between, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are Red Pine

The Ceiling, Lower Hold, and between Decks Red Pine & Battens Shelf pieces and Clamps Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted? Double

Planksheer, how secured to the plating of the sides { Explain by sketch through hole d. to Waterway & edge d. to Sheerstrake if necessary. nut and screw bolts

Beams, how secured to the side? Welded keelsons riveted to Frames

Lower Deck ditto „

Quality of Workmanship Good No. of breasthooks Five crutches Five

Description of Iron is used for the Frames, Beams, Keelsons, Stringer and Tie Plates, Outside Plating, &c. Mossend & Co. Dundee

Manufacturer's name or trade mark _____

I certify that the above is a correct description of the several particulars therein given.

Signature Charles McCormell Esq Surveyor's Signature A. J. Darling



GLS146-0118

27608

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, Galvanized Iron, or Iron.

	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule.		Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule.		Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule.
Deadwood forward and aft ..	1 9/10	"	1 9/10	Transoms and throats of Hooks	"	"	"	Hold Beam	"	"	"
Scarphs of Keel, N° 8	1 3/10	"	1 3/10	Arms of Hooks	"	"	"	Boles in	"	"	"
Keelson Bolts through Keel at each Floor	✓	"	"	Thro' Frames and Planking....	1 5/8	"	1 5/8	Deck Beam	"	"	"
Bolts through Iron Keel Plate and Wood Keel	1 4/8	"	1 4/8	Butt End Bolts ..	1 5/8	"	1 5/8	Boles in	"	"	"
				Pintles of the Rudder	3 1/2	"	3 1/2	Nails or Bolts in Flat of Deck	"	"	9/10

Her Masts, Bowsprit, Yards, &c., are in Good condition, and sufficient in size and length. If they are of Iron or Steel give the 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 rivetting, quality of Materials, and if stamped with Maker's name.

She has SAILS.

No.	SAILS.	CABLES, &c.				ANCHORS, &c.					
		Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	No.	Weight Ex. Stock.	Test as per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.	
	Chain	300	1 7/8	51 3/10	1 7/8	51 3/10	3	28.3.9	27.14.0	27 3/4	26 9/10
	Fore Sails,							7.1.0			
	Fore Top Sails,							28.1.0	27.6.3	27 3/4	26 9/10
	Fore Topmast Stay Sails,	Hempen Stream Cable..	90	10	10			5.3.20	24.15.0	23.2.17	23.11.3
	Main Sails,	Hawser Chams....	15	1 5/8	1 5/8			25.0.3			
	Main Top Sails,	Towlines	90	9 1/2	9 1/2			5.1.0			
		Warp	90	5 1/2	5 1/2						
		All of <u>Good</u> quality.	90	5 1/2	5 1/2						
			80	4 1/2	4 1/2						
	Her Standing and Running Rigging	Gale? Blue? Hemp sufficient in size and <u>Good</u> in quality.									
	She has	25 feet	Long Boat	and	22 feet	Life Boat	22 feet	Pinnacle	and	20 feet	olly Boat
	The present state of the Windlass is	New	Capstan	New	and	Rudder	New	Pumps	New	and	efficient

- 1st. Examination of the wood keel, stem, stern post, and deadwood before they are coated
- 2nd. Of the frame before it is painted, strapped, or plated
- 3rd. Of all the beams, stringers, plates, &c., when in place, rivetted-up ready to receive the planking
- 4th. When the vessel is planked outside, dubbed fair, and all the fastenings completed, but before she is either caulked, coated, or cemented, so that the inside and outside of the planking, and the bolts and their nuts, may be carefully examined Built under special survey from the 27th August to the 3rd March 1868
- 5th. When the vessel is caulked and completed
- 6th. When the vessel is launched and equipped

State if she has a Spar Deck No. Raised 9th Deck Yes or Forecastle Yes

General Remarks, Keel Plate fastened with a through Yellow Metal Bolt, and a Galvanized Iron Screw Bolt in alternate spaces all fore and aft. Garboard Strakes horizontally through Yellow Metal bolted with 1 5/8 Bolts four feet six inches apart. Diagonals and Frames fitted double all fore and aft 9 x 1 5/8. Fitted with an intermediate intercostal keelson in flat of bottom 19 x 1 5/8. Built Bar to Bilge keelson 8 x 3 1/2 with two Angle Bars 5 x 4 1/2 x 90. The Bottom Planking to the height of four fathoms the depth of Hold through fastened with 1 5/8 Yellow Metal Nut and Screw Bolts. The Top sides with Galvanized Iron Nut & Screw Bolts, and in all other respects as per accompanying approved Midship Section. Fore main, Mizzen & Bowsprit of Iron, each of four plates excepting Mizzen of Sheer, to which, lands double clenched and Butts treble carvel rivetted; four Angle Bars in Bowsprit 5 x 3 x 90. Fore main, Cross jack, and upper and lower top sail yards on fore and main masts of two plates 5 1/2 x 5 1/2 thick, lands single & butts treble rivetted. In what manner are the surfaces of Iron Work preserved from oxidation Frames with Portland Cement & Red Lead

Present condition of Caulking of Bottom Good Deck, Good and Waterways Good
 If Sheathed, Doubled, Felted, or Coppered Yellow Tin in middle of Water When last done ✓

I am of opinion this Vessel should be Classed 14-A-1

The Amount of the Fee.....£ 5 : 0 : 0 is received by me,
 Special£ 49.19 : -
 Certificate£ Printed

Committee's Minute 6th March 1868

Character assigned A 1 for 14 Years

[Signature]
 I am of opinion
 Composite Ships are
 for Classification
 as above.
 Lloyd's Register
 Foundation