

COMPOSITE SHIP.

No 2760 Survey held at Glasgow Date March 3rd 1888
on the Ship County of Stirling Master Battasby
Tonnage under tonnage deck 995.87 Built at Glasgow When built 1888 Launched 25th Jan 1888
Ditto of poop, } or spar deck 5.1
or quarter deck }
Ditto of store engine room 2.11 By whom built W. Connell & Co. Owners R. J. Laird
Gross tonnage 1000 Port belonging to Glasgow Destined Voyage Java
Total Register tonnage 998.98
If Surveyed while Building, Afloat, or in Dry Dock whilst building and afloat

Feet.	Inches.	Feet.	Inches.	Depth from top of Upper Deck Beam to top of Floor	Feet.	Inches.	Horse.	No. of Decks
Length aloft	<u>200</u>	Extreme Breadth	<u>33.5</u>		<u>20</u>			<u>One</u>
(Dimensions of Ship per Register, length <u>207.5</u> breadth <u>33.5</u> depth <u>20.5</u>)								
As per approved <u>Section</u> Outside Plank.								
Keel, siding and moulding	<u>15 1/2</u>	<u>17</u>	<u>15 1/2</u>	<u>15 1/2</u>	Garboard Strakes, thickness	<u>10</u>	<u>12</u>	
„ plate, breadth and thickness	<u>30</u>	<u>1/2</u>	<u>30</u>	<u>1/2</u>	Garboard to Topsides ditto	<u>5 3/4</u>	<u>5 3/4</u>	
Stem, siding and moulding	<u>15 1/2</u>	<u>23</u>	<u>15 1/2</u>	<u>15 1/2</u>	Topsides ditto	<u>4 1/2</u>	<u>4 1/2</u>	
Fore deadwood plate, breadth and thickness	<u>14 1/2</u>	<u>1/2</u>			Sheerstrakes ditto	<u>4 1/2</u>	<u>4 1/2</u>	
Stern-post, siding and moulding	<u>15 1/2</u>	<u>24</u>	<u>15 1/2</u>	<u>15 1/2</u>	Planksheers ditto	<u>4</u>	<u>4 1/2</u>	
After deadwood plate, breadth and thickness	<u>14 1/2</u>	<u>1/2</u>			Water - Upper Deck	<u>15</u>	<u>8</u>	
Distance of Frames from moulding edge to moulding edge, all fore and aft	<u>18</u>		<u>18</u>		Ways Lower Deck			
Frames, Size of Angle Iron, single or double								
Reversed Iron, if to every frame	<u>4 1/2</u>	<u>3 1/2</u>	<u>90</u>	<u>4 1/2</u>	Iron Sheerstrake, breadth and thickness	<u>34 1/2</u>	<u>10</u>	<u>34 1/2</u>
to every other frame	<u>4 1/2</u>	<u>3 1/2</u>	<u>90</u>	<u>4 1/2</u>	„ Bilge Plate ditto ditto	<u>17</u>	<u>10</u>	<u>17</u>
Floors, depth and thickness of Floor Plate at Mid line	<u>23</u>	<u>1/2</u>	<u>22</u>	<u>1/2</u>	Diagonal Plates on Frames	<u>9</u>	<u>10</u>	<u>9</u>
„ Ditto ditto at Bilge Keelson	<u>9</u>	<u>1/2</u>	<u>10</u>	<u>1/2</u>	Gunwale Plate or Stringer on ends of Upper Deck Beams, breadth and thickness	<u>30</u>	<u>10</u>	<u>30</u>
„ Size of Reversed Angle Iron, and No. at top of Floor Plate	<u>3 1/2</u>	<u>3</u>	<u>10</u>	<u>3 1/2</u>	Angle Iron on ditto	<u>5 1/2</u>	<u>90</u>	<u>5 1/2</u>
„ If of Wood, siding & mould'g, at Mid. line	<u>1</u>	<u>1</u>	<u>1</u>	<u>1</u>	Stringer or Tie Plates fore and aft, on Upper Deck Beams, outside Hatchways	<u>12</u>	<u>10</u>	<u>12</u>
Beams, Deck (No.) double Angle Iron, Plate, Tee, or Bulb Iron	<u>8</u>	<u>1/2</u>	<u>8</u>	<u>1/2</u>	Diagonal Tie Plates on ditto	<u>12</u>	<u>10</u>	<u>12</u>
„ „ double or single Angle Iron, on upper edge	<u>3</u>	<u>3</u>	<u>90</u>	<u>3</u>	Flat of Upper Deck, thickness	<u>4</u>	<u>10</u>	<u>4</u>
„ „ average space between	<u>4</u>	<u>6</u>	<u>4</u>	<u>6</u>	Ceiling betwixt Decks, thickness	<u>2 1/2</u>	<u>10</u>	<u>2 1/2</u>
„ Hold, or Lower Deck (No.) double Angle, Tee, Plate, or Bulb Iron	<u>9</u>	<u>1/2</u>	<u>9</u>	<u>1/2</u>	„ in Hold, thickness	<u>2 1/2</u>	<u>10</u>	<u>2 1/2</u>
„ „ double or single Angle Iron, on upper edge	<u>3</u>	<u>3</u>	<u>90</u>	<u>3</u>	Clamps or Spirketting ditto	<u>2 1/2</u>	<u>10</u>	<u>2 1/2</u>
„ „ average space between	<u>4</u>	<u>6</u>	<u>4</u>	<u>6</u>	Stringer Plates on ends of Hold or Lower Deck Beams, breadth and thickness	<u>23</u>	<u>10</u>	<u>22 1/2</u>
Keelson, single or double plate, box, or intercostal	<u>15</u>	<u>1/2</u>	<u>13</u>	<u>1/2</u>	Stringer or Tie Plates fore and aft outside Hatchways, on Hold or Lower Deck Beams	<u>12</u>	<u>10</u>	<u>12</u>
„ Size of Plates	<u>15</u>	<u>1/2</u>	<u>13</u>	<u>1/2</u>	Stringers in Hold	<u>5 1/2</u>	<u>90</u>	<u>5 1/2</u>
„ Size of Angle Irons	<u>5</u>	<u>1/2</u>	<u>5</u>	<u>1/2</u>	Flat of Lower Deck, thickness	<u>4</u>	<u>10</u>	<u>4</u>
„ If of Wood, siding and moulding	<u>1</u>	<u>1</u>	<u>1</u>	<u>1</u>	Diameter of Hold Pillars	<u>3 1/2</u>	<u>10</u>	<u>3 1/2</u>
„ Side, single or double, plate, box, or intercostal	<u>15</u>	<u>1/2</u>	<u>13</u>	<u>1/2</u>	Main piece of Rudder, diameter at head	<u>10 1/2</u>	<u>10 1/2</u>	<u>10 1/2</u>
„ Bilge (No.) at each Bilge, single, or double, plate or box	<u>5</u>	<u>1 1/2</u>	<u>90</u>	<u>5</u>	(Can the Rudder be unshipped afloat)	<u>Yes</u>		

The Floors consist of Iron Plates The Main piece of Rudder is British Oak of Windlass is Greenheart
The Keel is Eng'g Iron The Main Keelson is Iron Plates & Angle Bars and free from all defects.

The Stem, and Stern Post of Teak The Transoms, Knight Heads, Hawse Timbers, and Aprons of Iron Plates & Teak Deadwood, of Teak and are free from all defects.

The Deck and Hold Beams of Built & Angle Bars The Breasthooks of Iron Plates The Knees of Iron Plates
Planking Outside. — From the Keel to the Height defined in Note to Table A 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 new 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 Teak

Att 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
Way „ „ planksheer and to the Beams { nut and screw bolts
if necessary.

Beams, how secured to the side? Welded knees rivetted to Frames
Lower Deck ditto Do

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. Mosser & Co. Dundee
Manufacturer's name or trade mark

Verify that the above is a correct description of the several particulars therein given.
Signature Charles Connell Esq Surveyor's Signature A. J. Darling

Lloyd's Register Foundation

GLS146 -0118

276085

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 1/8	"	1 1/8	Transoms and throats of Hooks	"	"	"	Hold Beam Bolts in	Waterway	"	"
Scarp of Keel, N ^o . 8	1 1/8	"	1 1/8	Arms of Hooks	"	"	"		Knees	"	"
Keelson Bolts through Keel at each Floor	1 1/8	"	"	Thro' Frames and Planking	1 1/8	"	1 1/8	Deck Beam Bolts in	Waterway	"	"
Bolts through Iron Keel Plate and Wood Keel	1 1/8	"	1 1/8	Butt End Bolts ..	1 1/8	"	1 1/8		Knees	"	"
				Pintles of the Rudder	3 1/2	"	3 1/2	Nails or Bolts in Flat of Deck	Shelf or Clamp	"	"

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.

No.	SAILS.	CABLES, &c.					ANCHORS, &c.				
		Chain	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.
	Fore Sails,	18 1/2 25 Jan 1868	300	1 1/8	51 3/10	1 1/8	3	28 1/2 0	27 1/2 0	27 3/4	26 9/10
	Fore Top Sails,							28 1/2 0	27 1/2 0	27 3/4	26 9/10
	Fore Topmast Stay Sails,	Hempen Stream Cable..	90	10		10		28 1/2 0	27 1/2 0	27 3/4	26 9/10
	Main Sails,	Hawser Chams....	15	1 1/8		1 1/8		28 1/2 0	27 1/2 0	27 3/4	26 9/10
	Main Top Sails,	Towlines	90	9 1/2		9 1/2		28 1/2 0	27 1/2 0	27 3/4	26 9/10
		Warp	90	5 1/2		5 1/2		28 1/2 0	27 1/2 0	27 3/4	26 9/10
		All of <u>Good</u> quality.	90	4 1/2		4 1/2		28 1/2 0	27 1/2 0	27 3/4	26 9/10
	Her Standing and Running Rigging	Gale? Blue? Hemp sufficient in size and <u>Good</u> in quality.									
	She has <u>25</u> feet Long Boat, and <u>22</u> feet life Boat, <u>22</u> feet pinnace and a <u>20</u> feet jolly Boat										
	The present state of the Windlass is <u>new</u> Capstan <u>new</u> and Rudder <u>new</u> Pumps <u>new</u> and efficient										

Order for Special Survey

No. 49 DATES of
Date Aug 24 68 Surveys held
Order for Ordinary Survey while building
No. 1
Date 1

- 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 Sept 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 9 ft. 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 1/8 Bolts four feet six inches apart.

Diagonals or Frames fitted double all fore and aft 9 x 1 1/8. Fitted with an intermediate Intercostal Keelson in flat of bottom 19 x 1 1/8. Built Bar to Bilge Keelson 8 x 1 1/8 with two Angle Bars 5 x 4 1/2 x 1 1/8. The Bottom Planking to the height of four fathoms the depth of Hold through fastened with 1 1/8 Yellow Metal Nut and Screw Bolts. The Topsides with Galvanized Iron Nut 3 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 Shear, to which, lands double clenched and Butts treble carvel rivetted; four Angle Bars in Bowsprit 5 x 3 x 1 1/8. Fore main, Cross jack, and upper and lower top sail yards on fore and main masts of two plates 15 x 1 1/8 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 Metal middle of Water When last done 1

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

The Amount of the Fee.....£ 5 : : is received by me,

Special£ 49.19 :

Certificate£ 10 :

Committee's Minute 6 March 1868

Character assigned A 1 for 14 Years

B. Darling

Lloyd's Register
Foundation