

IRON SHIP.

No. *6192* Survey held at *Paisley* Date, First Survey *Dec 12th 1882* Last Survey *July 18th 1883* 1883

On the *S.S. Strathadder*

TONNAGE under Tonnage Deck *246.53*
 Ditto of Third, Spar, or Awning Deck. *Ex of Hatch 3.25*
 Ditto of Poop, or Raised Or. Dk. *35.54*
 Ditto of Houses on Deck *5.4*
 Ditto of Forecastle *16.51*
 Gross Tonnage *337.53*
 Less Crew Space *40.53*
297.00
 Less Engine Room *149.40*
 Register Tonnage as out on Beam *147.60*

ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING DECKED VESSEL.

Half Breadth (moulded) *11.5*
 Depth from upper part of Keel to top of Upper Deck Beams *12.25*
 Girth of Half Midship Frame (as per Rule) *21.15*
 1st Number *44.9*
 1st Number, if a 3-Decked Vessel deduct 7 feet
 Length *159*
 2nd Number *7139*
 Proportions— Breadths to Length *6.9*
 Depths to Length—Upper Deck to Keel *12.9*
 Main Deck ditto *12.9*

Master *Clark*
 Built at *Paisley*
 When built *1883* Launched *May 8-83*
 By whom built *J. Fullerton & Co*
 Owners *J. Hay & Sons*
 Residence *111 Glasgow Street, Glasgow*
 Port belonging to *Glasgow*
 Destined Voyage *Coasting*
 If Surveyed while Building, Afloat, or in Dry Dock. *While building & afloat*

LENGTH on deck as per Rule *159* Feet. Inches. BREADTH—Moulded *23* Feet. Inches. DEPTH top of Floors to Upper Deck Beams *11* Feet. Inches. *2 1/2* Power of Engines *1* Horse. No. of Decks with flat laid *1* No. of Tiers of Beams *1*

Dimensions of Ship per Register, length, *160.2* breadth, *23.2* depth, *10.95*

	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.
KEEL, depth and thickness	6 x 2	6 x 2	6 x 2	6 x 2	6 x 2	6 x 2	6 x 2	6 x 2	6 x 2	6 x 2	6 x 2	6 x 2	6 x 2	6 x 2
STEM, moulding and thickness	6 x 1 1/2	6 x 1 1/2	6 x 1 1/2	6 x 1 1/2	6 x 1 1/2	6 x 1 1/2	6 x 1 1/2	6 x 1 1/2	6 x 1 1/2	6 x 1 1/2	6 x 1 1/2	6 x 1 1/2	6 x 1 1/2	6 x 1 1/2
STERN-POST for Rudder do. do.	6 1/2 x 3 1/2	6 1/2 x 3 1/2	6 1/2 x 3 1/2	6 1/2 x 3 1/2	6 1/2 x 3 1/2	6 1/2 x 3 1/2	6 1/2 x 3 1/2	6 1/2 x 3 1/2	6 1/2 x 3 1/2	6 1/2 x 3 1/2	6 1/2 x 3 1/2	6 1/2 x 3 1/2	6 1/2 x 3 1/2	6 1/2 x 3 1/2
" " for Propeller	6 1/2 x 3 1/2	6 1/2 x 3 1/2	6 1/2 x 3 1/2	6 1/2 x 3 1/2	6 1/2 x 3 1/2	6 1/2 x 3 1/2	6 1/2 x 3 1/2	6 1/2 x 3 1/2	6 1/2 x 3 1/2	6 1/2 x 3 1/2	6 1/2 x 3 1/2	6 1/2 x 3 1/2	6 1/2 x 3 1/2	6 1/2 x 3 1/2
Distance of Frames from moulding edge to moulding edge, all fore and aft	21	21	21	21	21	21	21	21	21	21	21	21	21	21
FRAMES, Angle Iron, for 1/2 length amidships	3	2 1/2	5	3	2 1/2	5	3	2 1/2	5	3	2 1/2	5	3	2 1/2
Do. for 1/2 at each end	3	2 1/2	5	3	2 1/2	5	3	2 1/2	5	3	2 1/2	5	3	2 1/2
REVERSED FRAMES, Angle Iron	2 1/2	2 1/2	4	2 1/2	2 1/2	4	2 1/2	2 1/2	4	2 1/2	2 1/2	4	2 1/2	2 1/2
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	12 1/2	6	12 1/2	6	12 1/2	6	12 1/2	6	12 1/2	6	12 1/2	6	12 1/2	6
" thickness at the ends of vessel	6 1/2	5	6 1/2	5	6 1/2	5	6 1/2	5	6 1/2	5	6 1/2	5	6 1/2	5
" depth at 1/2 the half-bdth. as per Rule	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2
" height extended at the Bilges	25	25	25	25	25	25	25	25	25	25	25	25	25	25
BEAMS, Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	4	2 1/2	6	4	2 1/2	6	4	2 1/2	6	4	2 1/2	6	4	2 1/2
Single or double Angle Iron on Upper edge	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Average space	21	21	21	21	21	21	21	21	21	21	21	21	21	21
BEAMS, Main, or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	4	2 1/2	6	4	2 1/2	6	4	2 1/2	6	4	2 1/2	6	4	2 1/2
Single or double Angle Iron on Upper edge	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Average space	21	21	21	21	21	21	21	21	21	21	21	21	21	21
BEAMS, Lower Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	4	2 1/2	6	4	2 1/2	6	4	2 1/2	6	4	2 1/2	6	4	2 1/2
Single or double Angle Iron on Upper edge	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Average space	21	21	21	21	21	21	21	21	21	21	21	21	21	21
BEAMS, Hold, or Orlop Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	4	2 1/2	6	4	2 1/2	6	4	2 1/2	6	4	2 1/2	6	4	2 1/2
Single or double Angle Iron on Upper edge	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Average space	21	21	21	21	21	21	21	21	21	21	21	21	21	21
KEELSONS Centre line, single or double plate, box, or Intercoastal Plates	10	8	10	8	10	8	10	8	10	8	10	8	10	8
" Rider Plate	6 1/2	8	6 1/2	8	6 1/2	8	6 1/2	8	6 1/2	8	6 1/2	8	6 1/2	8
" Bulb Plate to Intercoastal Keelson	3	3	6	3	3	6	3	3	6	3	3	6	3	3
" Angle Irons	3	3	6	3	3	6	3	3	6	3	3	6	3	3
" Double Angle Iron Side Keelson	3	3	6	3	3	6	3	3	6	3	3	6	3	3
" Side Intercoastal Plate	4	4	4	4	4	4	4	4	4	4	4	4	4	4
" do. Angle Irons	4	4	4	4	4	4	4	4	4	4	4	4	4	4
" Attached to outside plating with angle iron	2 1/2	2 1/2	4	2 1/2	2 1/2	4	2 1/2	2 1/2	4	2 1/2	2 1/2	4	2 1/2	2 1/2
BILGE Angle Irons	3	3	6	3	3	6	3	3	6	3	3	6	3	3
" do. Bulb Iron	6	6	6	6	6	6	6	6	6	6	6	6	6	6
" do. Intercoastal plates riveted to plating for length	3	3	6	3	3	6	3	3	6	3	3	6	3	3
BILGE STRINGER Angle Irons	3	3	6	3	3	6	3	3	6	3	3	6	3	3
Intercoastal plates riveted to plating for length	15	4	15	4	15	4	15	4	15	4	15	4	15	4
SIDE STRINGER Angle Irons	3	3	6	3	3	6	3	3	6	3	3	6	3	3

The FRAMES extend in one length from *Keel* to *Gunwale* Riveted through plates with *3/4* in. Rivets, about *6* apart.

The REVERSED ANGLE IRONS on floors and frames extend *from middle line to Upper part of bilge* and to *Upper dk on every* 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 1/2* 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 *one* Strakes at Bilge for *half* length, *double* riveted with Butt Straps *to* thicker than the plates they connect.

" Edges from Bilge to Main Sheerstrake, worked clencher, *double* or single riveted; with rivets *3/4* in. diameter, averaging *3 1/2* 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 or single riveted, *Upper Sheerstrake, double or single riveted.*

" Butts of Main Sheerstrake, treble riveted *for* length amidships. Butts of Upper or Spar Sheerstrake, treble riveted *length amidships.*

" Butts of Main Stringer Plate, treble riveted *for* 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 *2 1/2*

Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? *Double & double* No. of Breasthooks, *4* Crutches, *1*

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *Angles, Moosend, Dorman, Long*

Manufacturer's name or trade mark, *Plates Connell Iron Works*

The above is a correct description.

Builder's Signature, *John Smeaton & Co* Surveyor's Signature, *G. L. Hindmarsh* *M. Davidson*

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

Workmanship. Are the butts of plating planed or otherwise fitted? *Planed* 6192 gls
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? *Only a few at the corners of the butts.*
Masts, Bowsprit, Yards, &c., are *Pine* 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

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	165	1 7/16	30 1/2 tons	165 - 1 7/16		Bower Anchors					
	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)						(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)					
	Fore Sails,						739	1	8-3-14	11-0-0-0	8-1-0	
	Fore Top Sails,	61	1 1/16	11 1/2 "	60 - 1/16		7386	1	4-2-14	9-15-3-2	8-1-0	
	Fore Topmast Stay Sails,						7387	1	4-1-4	9-11-2-4	4-0-0	
	Main Sails,	45	1 1/2		45 - 1 1/2		7352		23-3-4		23-2-0	
	Main Top Sails,	90	5 1/2		90 - 5 1/2		Stream Anchor	1	2-2-0	5-0-0-0	2-2-0	
	and good quality						Kedge 1268 ...	1	1-2-9		1-1-0	
							2nd Kedge ...					

Standing and Running Rigging *Wire & Manila* sufficient in size and *good* in quality. She has *2* Long Boats and
The Windlass is *Harfield's* *good* Capstan *good* and Rudder *good* Pumps *good*
Engine Room Skylights.—How constructed? *All iron* How secured in ordinary weather? *Bull's eyes*
What arrangements for deadlights in bad weather? *Bull's eyes*
Coal Bunker Openings.—How constructed? *Cast iron frames* How are lids secured? *With a clutch* Height above deck? *flush*
Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *2 Mooring pipes, 1 Wash-port, & 2 Scuppers on each side of Main deck*
Cargo Hatchways.—How formed? *Iron coverings 18" high*
State size Main Hatch *20-10 1/2 x 9-1 1/2* Forehatch *24-6 x 9-1 1/2* Quarterhatch
If of extraordinary size, state how framed and secured? *Stringer plate increased in breadth 1 1/2"*
What arrangement for shifting beams? *2 deep web plates in each hatchway*
Hatches, If strong and efficient? *Yes Solid 3"*

Order for Special Survey No. <i>1882</i>	1st. On the several parts of the frame, when in place, and before the plating was wrought	<i>1882. Dec 12, 18, 26, 28, 1883. Jan. 12, 14, 19, 26</i>
Date <i>1st Dec 1882</i>	2nd. On the plating during the process of riveting	<i>Feb 2, 12, 14, 16, 20, 23, 28 March 2, 4, 14, 19, 22</i>
Order for Ordinary Survey No. <i>1883</i>	3rd. When the beams were in and fastened, and before the decks were laid....	<i>26, 28 Apr. 2, 10, 13, 17, 24, May 3, 7, 9, 15, 21</i>
Date <i>1st Dec 1882</i>	4th. When the ship was complete, and before the plating was finally coated or cemented..	<i>29, 31 June 11, 12, 27 July 11, 18</i>
No. <i>54</i> in builder's yard.	5th. After the ship was launched and equipped	

General Remarks (State quality of workmanship, &c.) *Material and Workmanship good*

This is a One-decked Vessel with a Raised Quarter Deck and a Top-gallant fore-castle built under Special Survey in accordance with the requirements of the Rules and in conformity with the plans submitted and approved by the Committee

The ballast tanks have been tested with a head of water above the load-line and proved satisfactory

Length of Fore-castle 24 feet
do R. 2, D. 49 "
do Bridge 4 "

State if one, two, or three decked vessel, or if spar, or awning decked; and the lengths of poop, 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 *100A1*
The amount of the Entry Fee ... £ *2* : 0 : 0 is received by me, *G. S. Hindmarsh*
Special ... £ *14* : 0 : 0 *20/11/83*
Certificate ... £ *0* : 0 : 0
(to be sent as per margin.)
(Travelling Expenses, if any, £ ...)

Committee's Minute *FRIDAY 27 JULY 1883 18*
Character assigned *100A1*
Rel to 1883. 92
1 1/2 ton

(The Surveyors are requested not to write on or below the space for Committee's Minute.)

