

IRON SHIP.

(121) FEB. 83.

No. *8346* Survey held at *Campbelltown* Date, First Survey *5th Jan 82* Last Survey *9th Feb 83* 1883

On the *Screw Schooner "ELSA"*

TONNAGE under Tonnage Deck <i>690.21</i>	ONE OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING DECKED VESSEL.	Master <i>McKinlay</i>
Ditto of Third Span, or Awning Deck <i>3.18</i>	Half Breadth (moulded) <i>16.46</i>	Built at <i>Campbelltown</i>
Ditto of Prop, or Raised Qr. Dk. <i>94.82</i>	Depth from upper part of Keel to top of Upper Deck Beams <i>16.46</i>	When built <i>1882-83</i> Launched <i>13th Dec 82</i>
Ditto of Houses on Deck <i>33.45</i>	Girth of Half Midship Frame (as per Rule) <i>28.0</i>	By whom built <i>Campbelltown Ship Co.</i>
Ditto of Forecastle <i>28.68</i>	1st Number <i>59.92</i>	Owners <i>Elsa Steamship Co. Ltd.</i>
Gross Tonnage <i>850.34</i>	1st Number, if a 3-Decked Vessel .. deduct 7 feet	Residence <i>Amonie, Glasgow</i>
Less Crew Space <i>53.07</i>	Length <i>213.33</i>	Port belonging to <i>Glasgow</i>
Less Engine Room <i>797.27</i>	2nd Number <i>127.63</i>	Destined Voyage <i>Coasting</i>
Register Tonnage as cut on Beam <i>525.16</i>	Proportions— Breadths to Length <i>6.9</i>	If Surveyed while Building, Afloat, or in Dry Dock. <i>Whilst building & afloat</i>
	Depths to Length— Upper Deck to Keel <i>12.9</i>	
	Main Deck ditto	

LENGTH on deck as per Rule <i>213</i>	BREADTH— Moulded <i>30</i>	DEPTH top of Floors to Upper Deck Beams <i>14</i>	Power of Engines <i>110</i>	N° of Decks with flat laid <i>One</i>	N° of Tiers of Beams <i>Two</i>
Dimensions of Ship per Register, length, <i>215</i>	breadth, <i>31.1</i>	depth, <i>14.75</i>			

KEEL, depth and thickness <i>8 x 2 1/2</i>	STERN-POST for Rudder do. do. <i>7 x 2 3/8</i>	Distance of Frames from moulding edge to moulding edge, all fore and aft <i>22</i>	FRAMES, Angle Iron, for 1/2 length amidships <i>3 1/2 x 3</i>	REVERSED FRAMES, Angle Iron <i>3 x 2 1/2</i>	FLOORS, depth and thickness of Floor Plate at mid line for half length amidships <i>18</i>	BEAMS, Upper, Spar, or Awning Deck Single or double Angle Iron on Upper edge <i>5 1/2 x 3</i>	BEAMS, Main, or Middle Deck Single or double Angle Iron, on Upper Edge <i>4</i>	BEAMS, Lower Deck Single or double Angle Iron, on Upper Edge <i>4</i>	BEAMS, Hold, or Orlop Single or double Angle Iron, on Upper Edge <i>4</i>	KEELSONS Centre line, single or double plate, <i>22</i>	BILGE Angle Irons <i>4 1/2 x 3 1/2</i>	BILGE STRINGER Angle Irons <i>4 1/2 x 3 1/2</i>	SIDE STRINGER Angle Irons
STERN-POST for Rudder do. do. <i>7 x 2 3/8</i>	Distance of Frames from moulding edge to moulding edge, all fore and aft <i>22</i>	FRAMES, Angle Iron, for 1/2 length amidships <i>3 1/2 x 3</i>	REVERSED FRAMES, Angle Iron <i>3 x 2 1/2</i>	FLOORS, depth and thickness of Floor Plate at mid line for half length amidships <i>18</i>	BEAMS, Upper, Spar, or Awning Deck Single or double Angle Iron on Upper edge <i>5 1/2 x 3</i>	BEAMS, Main, or Middle Deck Single or double Angle Iron, on Upper Edge <i>4</i>	BEAMS, Lower Deck Single or double Angle Iron, on Upper Edge <i>4</i>	BEAMS, Hold, or Orlop Single or double Angle Iron, on Upper Edge <i>4</i>	KEELSONS Centre line, single or double plate, <i>22</i>	BILGE Angle Irons <i>4 1/2 x 3 1/2</i>	BILGE STRINGER Angle Irons <i>4 1/2 x 3 1/2</i>	SIDE STRINGER Angle Irons	

The FRAMES extend in one length from *Keel* to *funwale*.

The REVERSED ANGLE IRONS on floors and frames extend *from middle line to funwale* and to *Hold Bth Stringer* 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 *1/8* in. diameter, averaging *5 1/2* ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets *7/16* in. diameter, averaging *3 1/2* ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets *7/16* in. diameter averaging *3 1/2* ins. from centre to centre.

Butts of *two* Strakes at Bilge for *half* length, treble riveted with Butt Straps *1/6* 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* 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 *1/2* length amidships. Butts of Upper or Spar Sheerstrake, treble riveted *half* length amidships.

Butts of Main Stringer Plate, treble riveted for *1/2* length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for *half* length.

Breadth of laps of plating in double riveting *5 1/2* in. Breadth of laps of plating in single riveting *2 1/2* in.

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? *Double* No. of Breasthooks, *Three* Crutches, *Two*

That description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *Good*

Manufacturer's name or trade mark, *Bulls & angles. Crossland* Plates. — *Stop*

The above is a correct description.

Builder's Signature, *Campbelltown Shipbuilding Co.* Surveyor's Signature, *J. D. Smith*

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

Workmanship. Are the butts of plating planed or otherwise fitted? *Planed & hand fitted*
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? *Yes a few in the*

Masts, Bowsprit, Yards, &c., are *Wood* in *good* condition, and sufficient in size and length. If of Iron or Steel give Scantling, 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 Material, and if stamped with Maker's name.
State also Length and Diameter of Lower Masts and Bowsprit

Rigged as a fore topsail schooner

NUMBER for EQUIPMENT 14039		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprtd.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	Wt. req'd per Rule.	Machine where Tested & Suprtd.
SAILS.		CABLES, &c.										
N ^o .	Chain	120	1 1/2	37-5-2-0	3 1/2	19/9/82	Bower Anchors					
	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)						11867 18-3-18 19-17-2-0 18-0-0 18/10/81					
Fore Sails,	Iron Stream Chain	119-5/8	1 1/2	37-5-2-0	3 1/2	19/9/82	11838 17-0-19 18-8-3-0 17/10/81					
Fore Top Sails,	or Steel Wire ..	118-6/0	1 1/2	37-5-2-0	3 1/2	19/9/82	11866 16-0-22 17-11-3-14 21/10/81					
Fore Topmast Stay Sails,	or Hempen Strim Cable						Total 52:1:3 Total 57:1:0					
Main Sails,	Towline, Hemp.	90	9 1/2	90-9 1/2	90-9 1/2		Stream Anchor 13636 6-2-10 8-17-2-0 6-2-0 29/8/82					
Main Top Sails,	or Steel Wire ..	90	7 1/2	90-7 1/2	90-7 1/2		Kedge ... 13663 3-0-26 5-14-1-14 3-1-0 1/9/82					
and other quality	Hawser	90	5 1/2	90-5 1/2	90-5 1/2		2nd Kedge ... 1-2-0 1-2-0					
	Warp	90	5 1/2	90-5 1/2	90-5 1/2							

Standing and Running Rigging *Good* sufficient in size and *good* in quality. She has *Two* lifeboats and *one* other. The Windlass is *good* Capstan *✓* and Rudder *good* Pumps *good & sufficient*

Engine Room Skylights.—How constructed? *Teak framed skylight on compass* How secured in ordinary weather? *Screw bolts & nuts*
What arrangements for deadlights in bad weather? *Teak covers & bulls eyes.*

Coal Bunker Openings.—How constructed? *Circular pipe* How are lids secured? *Check & stud* Height above deck? *14" above*
Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Three ports 24x22 & two scuppers*

Cargo Hatchways.—How formed? *Combing plates 9/16 thick, 24" above up to 18" above 2" D. ruled beams & half beams*
State size Main Hatch *15-9 x 106-0* Forehatch *11-0 x 9-0* Quarterhatch *14-8 x 9-0*

If of extraordinary size, state how framed and secured?
What arrangement for shifting beams? *Shifting beams in large ways 10" long fore & after in each*
Hatches, If strong and efficient? *Yes 3 in solid.*

Order for Special Survey No. <i>100</i>	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	<i>Specially Surveyed 1882:—Jan'y 5-6-7; Feb'y 14-15; Mch 9-10-23-24; Apr 18-19; May 16-17; June 14-15; July 15-17-18; Aug 24-25-26; Sept 8-9-10; Oct 12-13-14; Nov 2-3-4-23-24-25; Dec 23; 1883 Jan'y 10-19-25-31; Feb'y 3-9;</i>
Date <i>9th March</i>		2nd. On the plating during the process of riveting	
Order for Ordinary Survey No. <i>100</i>		3rd. When the beams were in and fastened, and before the decks were laid....	
Date <i>17th March</i>		4th. When the ship was complete, and before the plating was finally coated or cemented..	
No. <i>17</i> in builder's yard.		5th. After the ship was launched and equipped	

General Remarks (State quality of workmanship, &c.) *Quality of materials & workmanship good*
This vessel has been constructed in accordance with the accompanying approved sketches of midship section & longitudinal plan and in all other respects with the Rules

The water ballast tanks have been tested as required by the Rules & made quite satisfactory

State if *one*, two, or three decked vessel, or if open, or *enclosed*; 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 *100A.1.*
The amount of the Entry Fee ... £ 5 : : : is received by me, *J. P. Perkins*
Special ... £ 39 : 17 : : 3rd February 1883
Certificate ... *Gratis*
(Travelling Expenses, if any, £ 11 : 12 : 5).

Committee's Minute *Tuesday, 13th February 1883.* *It is submitted that this vessel appears worthy the favorable consideration of the Committee to be classed 100A.1 as recommended.*
Character assigned *100A.1*
J. P. Perkins
Surveyor to Lloyd's Register and Foreign Shipping
18th Feb 1883