

433
Requestion N^o 156
Secretary's Instructions
9th May 1857

IRON SHIPS.

Rec 1/10/57

No. 3821 Survey held at Port Glasgow Date 24th September 1857
on the Screw Steamer "Admella" Master Hugh McEwan
Tonnage Gross 392²²₁₀₀ Engine Room 183⁴₁₀ Register 208⁸⁹₁₀₀ Built at Port Glasgow
When Built 17th Sept 1857 By whom built Laurence Hill & Co Owners Melbourne & Adelaide Steam Packet Co
Port belonging to Melbourne Destined Voyage Glyde to Adelaide
If Surveyed Afloat or in Dry Dock While building

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 No.
.....	182 ⁵ ₁₀		23		13 ⁵ ₁₀		300 Two Engines
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	Inches in Ship.	Inches required per Rule.	Inches in Ship.	Inches required per Rule.	Inches in Ship.	Inches required per Rule.	Inches in Ship.	Inches required per Rule.	Inches in Ship.	Inches required per Rule.
Floors, Size of Angle Iron, and No. (single at bottom of Floor Plate)	3 ¹ ₂	2 ¹ ₂	4 ¹ ₂	3 ¹ ₄	2 ¹ ₄	4 ¹ ₂	3 ¹ ₄	2 ¹ ₄	4 ¹ ₂	3 ¹ ₄
„ depth and thickness of Floor Plate at mid line tapering to lower part of bilge	14	4 ¹ ₂	13 ⁸ ₁₀	4 ¹ ₂	13 ⁸ ₁₀	4 ¹ ₂	13 ⁸ ₁₀	4 ¹ ₂	13 ⁸ ₁₀	4 ¹ ₂
„ depth and thickness of Floor Plate at Bilge Keelson	—	—	—	—	—	—	—	—	—	—
„ Size of Reversed Angle Iron, and No. at top of Floor Plate	2 ¹ ₂	2 ¹ ₂	4 ¹ ₂	2 ¹ ₄	2	4 ¹ ₂	2 ¹ ₄	2	4 ¹ ₂	2 ¹ ₄
Frames, Size of Angle Iron, single or double	3 ¹ ₂	2 ¹ ₂	4 ¹ ₂	3 ¹ ₄	2 ¹ ₄	4 ¹ ₂	3 ¹ ₄	2 ¹ ₄	4 ¹ ₂	3 ¹ ₄
„ „ Reversed Iron, 1/2 to every frame or every frame	2 ¹ ₂	2 ¹ ₂	4 ¹ ₂	2 ¹ ₄	2	4 ¹ ₂	2 ¹ ₄	2	4 ¹ ₂	2 ¹ ₄
Beams, Deck (N ^o .) double Angle Iron or Bulb Iron with double Angle Iron on top	2 ¹ ₄	2 ¹ ₄	4 ¹ ₂	2 ¹ ₄	2 ¹ ₄	4 ¹ ₂	2 ¹ ₄	2 ¹ ₄	4 ¹ ₂	2 ¹ ₄
„ „ depth & thickness of plate amidships	6	4 ¹ ₂	5 ³ ₄	4 ¹ ₂	5 ³ ₄	4 ¹ ₂	5 ³ ₄	4 ¹ ₂	5 ³ ₄	4 ¹ ₂
„ „ double or single Angle Iron, on lower edge	Three feet	✓	Three feet	✓	Three feet	✓	Three feet	✓	Three feet	✓
„ „ average space between	Three feet	✓	Three feet	✓	Three feet	✓	Three feet	✓	Three feet	✓
„ „ if wood (N ^o .) sided & moulded	Three feet	✓	Three feet	✓	Three feet	✓	Three feet	✓	Three feet	✓
„ „ Hold, or Lower Deck (N ^o .)	5	3	4 ¹ ₂	5	3	4 ¹ ₂	5	3	4 ¹ ₂	5
„ „ double Angle Iron or Bulb Iron with double Angle Iron on top	5	3	4 ¹ ₂	5	3	4 ¹ ₂	5	3	4 ¹ ₂	5
„ „ depth & thickness of plate amidships	Three feet	✓	Three feet	✓	Three feet	✓	Three feet	✓	Three feet	✓
„ „ double or single Angle Iron, on lower edge	Three feet	✓	Three feet	✓	Three feet	✓	Three feet	✓	Three feet	✓
„ „ average space between	Three feet	✓	Three feet	✓	Three feet	✓	Three feet	✓	Three feet	✓
„ „ if wood (N ^o .) sided & moulded	Three feet	✓	Three feet	✓	Three feet	✓	Three feet	✓	Three feet	✓
„ „ Paddle, wood, sided and moulded or if Iron, size of Plate	Three feet	✓	Three feet	✓	Three feet	✓	Three feet	✓	Three feet	✓
„ „ Engine	Three feet	✓	Three feet	✓	Three feet	✓	Three feet	✓	Three feet	✓
Keelson, wood, sided & moulded, iron, size of plate, if Box, give sketch & dimensions	19	4 ¹ ₂	3 ¹ ₂	4 ¹ ₂	3 ¹ ₂	4 ¹ ₂	3 ¹ ₂	4 ¹ ₂	3 ¹ ₂	4 ¹ ₂
„ „ Side or Bilge Double Angle Iron	4	3	4 ¹ ₂	4	3	4 ¹ ₂	4	3	4 ¹ ₂	4
„ „ Number	One on each side	✓	One on each side	✓	One on each side	✓	One on each side	✓	One on each side	✓

Transoms, material Iron or, if none, in what manner compensated for.

Knight-heads „ Iron

Hawse Timbers „ Iron

Bulkheads, N^o. Four Thickness of 5¹₂

are they free from defects? yes „ how secured to the sides of the ship Between double frames
„ size of vertical angle iron and their distance apart 2¹₂ x 2¹₂ inches 2 feet 6 inches apart

The Frames or Ribs extend in one length from Keel to Gunnwale rivetted through plates with (3¹₄ in.) rivets, about (6 ins) apart.

The reverse angle irons on the floors extend in one length across the middle line from about 3 feet on each side to Gunnwale and Hold Beam knees alternately

„ „ „ on the frames „ „ „ from „ to „

Keelson, how are the various lengths of plates of angle irons connected? Well shifted and rivetted together

Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets (2¹₂ ins.) diameter averaging (2³₄ in.) from centre to centre of rivet.

„ Edges from Garboards to upper part of bilge, worked carvel with a lining piece (— in.) thick, or clencher, double or single rivetted; rivets (3¹₄ in.) diameter, averaging (2³₄ ins.) from centre to centre of rivets.

„ Butts from Keel to turn of bilge, worked carvel with a lining piece (5¹₂ in) thick, double or single rivetted; rivets (3¹₄ in.) diameter, averaging (2³₄ ins.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? Yes

„ Edges from bilge to planksheer, worked carvel with a lining piece (—) thick, clencher double or single rivetted; rivets (3¹₄ in.) diameter, averaging (2³₄ ins.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? Yes

„ Butts from bilge to planksheers, worked carvel with a lining piece (5¹₂ in) thick, or clencher, double or single rivetted; rivets (3¹₄ in.) diameter averaging (2³₄ ins.) from centre to centre of rivets. Breadth of laps in double rivetting (—) Breadth of laps in single rivetting (2⁵₈)

Planksheer, how secured to the plating of the sides { Explain by sketch, }

Waterway „ „ planksheer and to the Beams { if necessary. }

Side trussing „ „ breadth and thickness of plates „ how secured?

Deck trussing By plates 10 x 10 inch all fore and aft on each side of Hatchways & Diagonal plates

Deck Beams, how secured to the side? By plate knees 15 x 17 x 5¹₂

Hold or Lower Deck „ „ „ 15 x 15 x 5¹₂

Paddle „ „

No. of breasthooks Four crutches Two how are pointers compensated?

What description of iron is used for the angle iron and plate iron in the vessel? Scotch Iron

Builder's Signature

Lloyd's Register
Foundation

IRON 433-0057

1478 Iron

Workmanship. Are the lands or laps of the clenchwork in all cases in breadth at least five times the diameter of the rivets in double rivetted edges and butts, and at least three times the diameter of the rivets where single rivetting is admitted? Yes

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

Do the fillings between the ribs and plates fill in solid with single pieces, or are they in short lengths of various thicknesses? Solid

Do the holes for rivetting plate to frames, lining pieces, or plate to plate, &c., conform well to each other? Yes and are the rivet holes well and sufficiently countersunk in the outer plate? Yes

Are there any rivets which either break into or have been put through the seams or butts of the plating? Some

Her Masts, Yards, &c., are in Good condition, and sufficient in size and length.

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N ^o .			Fathoms. Inches.	N ^o .	Weight.
Two	Fore Sails,	Chain	200 18	Bower.....	Patent... 3 22. 3. 24
Two	Fore Top Sails,	" Stream Chain	80 7 1/2		12. 1. -
Two	Fore Topmast Stay Sails,	Hempen Stream Cable	90 5	Stream,	Patent. 1 4. 1. 13
One	Main Sails, .	Hawser	90 4		
One	Main Top Sails,	Towlines	90 4	Kedge,	Patent. 1 2. -
and well found in other sails		Warp			
		All of <u>Good</u> quality.			

Her Standing and Running Rigging Hemp sufficient in size and Good in quality.

She has One Long Boat and Life Boat, better & bigger

The present state of the Windlass is Good Capstan Two double and Rudder Good Pumps Three lead, Good

General Remarks, Statement and Date of Repairs, extent of corrosion (if any) both internally and externally, and condition of rivets.

DATES of Surveys held while building, as per Section 17. { 1st. On the several parts of the frame, when in place, and before the plating was wrought
2nd. On the plating during the progress of rivetting
3rd. When the beams were in and fastened, and before the decks were laid
4th. When the ship was complete, and before the plating was finally coated
5th. After the ship was launched } Specially Surveyed

Laid on April and launched 17th Sept. 1857. Specially surveyed in accordance with Secretary's instructions dated 9th May 1857. She has four watertight bulkheads Finch, extending to upper Deck Beams, and one ditto aft extending to Cabin sole Beams, forming watertight tank over shaft, rivetted with 5 inch rivets, 3 inches apart, and trussed with Angle Iron 2 1/2 x 2 1/2 x 5 inch, about 2 feet 6 inches apart rivetted with 5 inch rivets, 9 inches apart. Deck Beam Stringer plate cuts off at raised Quarter Deck, and continued aft on raised Quarter Deck Beams. At break of Quarter Deck in 'twist Decks are Iron plates 15 x 2 inch, of 7 feet 6 inches in length, for side and aft side of bulkhead there, with single Angle Iron on upper and lower edge 3 x 3 x 1/2 inch, well rivetted to frames. Hold Beam Stringer plate extends from forward, aft to Engine Room bulkhead, cut off there, and continued, with single Angle Iron 4 x 3 x 1/2 inch between fore and after bulkheads of Engine and Boiler space vertically against frames; Stringer plate continued aft side on Hold Beams: Bilge Nelson from forward aft to deep plates forming Engine Seat, and connected thereto by plate knees; and extend from aft side of Engine seat to bulkhead forming tanks over shaft. Breasthooks formed by plates across upper and lower Deck Stringer plates, Bilge Nelson, and independent Hook. Crutches formed by connection of Hold Beam Stringer plate and Iron flat of tank over shaft. Stringers and clamp plate pass through bulkheads; Double Angle Iron 4 x 3 x 1/2 inch from after bulkhead of Engine Room, aft in lieu of clamp plate, double Angle Iron Stringer 4 x 3 x 1/2 inch, about 2 feet 6 inches below Hold Beams from after bulkhead of Engine Room right aft. Upper Deck fastened by bolts with nut and screw put through from upper side. Frames are heavy, and plating equal to the Rules for the 9 years grade. Workmanship and materials good. Ground tackle complete and of the best description. Testing Certificate of Chain Cables produced. Engineers Certificate herewith.

The frames being heavy, and plating equal to that prescribed by the Rules; we are of opinion she may be classed GA1.

In what manner are the surfaces preserved from oxidation? By three coats of Red lead inside and outside, and one coat of Peacock's composition on bottom

We are of opinion this Vessel should be classed GA1.

The amount of the Fee£ 4 : " : " is received by me,

Det Special£ 19 : 12 : "

Certificate (if required)£ " : " : "

Committee's Minute 2nd October 1857

Character assigned 1 for 9 Years

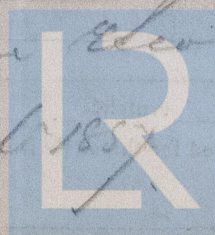
Build of Iron

W. H. A. P.

John P. Common

Thomas Congdon

I see no objection to



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