

IRON SHIPS.

Order for S.S. 132
 No. 1386 Survey held at Glasgow Date 22nd September 1857
 on the *East of Caithness* Master *Peter Chalmer*
 Tonnage Gross 138.01 Engine Room 44.19 Register 93.91 Built at Glasgow
 When Built 1857 By whom built *Smith & Wodger* Owners *James Bremner*
 Port belonging to *Wick* Destined Voyage *Glasgow & back*
 If Surveyed Afloat or in Dry Dock *Building & Afloat*

Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth from Beam to top of Floor	Feet.	Inches.	Power of Engines	Horse No.
124	5		18	6		9	4	8	30	
Distance between Floors amidships	1	6	1	6		Stem, if bar iron, moulding and thickness	6	1/2	5 1/2	1 1/2
" " forward and aft	1	6	1	6		" if plate iron, breadth and thickness				
" " Ribs amidships	1	6	1	6		Stern-post, if bar iron, moulding and thickness	5 1/2	3 1/4	5 1/2	3
" " forward and aft	1	6	1	6		" if plate iron, breadth and thickness				
Floors, Size of Angle Iron, and No. 1 at bottom of Floor Plate	2 1/2	2 1/2	5 1/6	2 1/2	2 5/16	Keel, if bar iron, depth and thickness	6	1 1/2	5 1/2	1 1/2
" depth & thickness of Plate at mid line	9 1/2	5 1/6	2 1/2	2 5/16		" if plate iron, breadth and thickness				
" " at turn of bilge						Garboard Plates, thickness	3/8		3/8	
" Size of Reversed Angle Iron, and No. 1 at top of Floor Plate	2	2	5 1/6	2	2 1/4	" to bilge	5 1/6		5 1/6	
Ribs, Size of Angle Iron, single or double	2 1/2	2 1/2	5 1/6	2 1/2	2 5/16	Bilge	5 1/6		5 1/6	
Reversed Iron, if to every frame	2	2	5 1/6	2	2 1/4	" to Wales	5 1/6		5 1/6	
Beams, Deck (No. 34) double or single	5	3 1/2	4 1/2	5 1/6		Wales	5 1/6		5 1/6	
Angle Iron	2	2	5 1/6	2	2 1/4	Topsides	5 1/6		5 1/6	
" depth & thickness of plate amidships						Sheerstrakes	5 1/6		5 1/6	
" double or single Angle Iron, on lower edge						Planksheers	Chon		Chon	
" average space between						Gunwale Plate or Stringer	Plate 9 x 5 1/6		2 1/2 x 5 1/6	
" if wood (No.) sided & moulded						Waterway	Red Pine		8 1/2 x 5 1/6	
" Hold, (No.) double or single						Deck	Yellow Pine		5 x 2 1/2	
Angle Iron						Ceiling in flat	American Elm		2	
" depth & thickness of plate amidships						Bilge Planks inside	do		2	
" double or single Angle Iron, on lower edge						Ceiling from Bilge to Clamps	Red Pine		6 x 1 1/2	
" average space between						Hold Beam Clamps				
" if wood (No.) sided & moulded						" Shelf				
" Paddle, wood, sided and moulded or if Iron, size of Plate						" Stringers				
Engine						Ceiling between Decks				
Keelson, wood, sided & moulded, iron, size of plate, if Box, give sketch & dimensions	3 1/2	2 1/2	5 1/6	2 1/2	2 5/16	Stringers	Champ		9 x 5 1/6	
" Side or Bilge	6	5 1/6	6	5 1/6		Deck Beam Clamps				
" Number	2	2 1/2	5 1/6	2 1/2	2 5/6	" Shelf				
						Stringers in Hold				
						Deck, Lower				

Transoms, material *Plate* or, if none, in what manner compensated for.
 Knight-heads " } are they free from defects?
 Hawse Timbers " }
 Bulkheads, No. *Four* Thickness of *Plate 1/4" 2 x 2 1/4"*
 The Ribs extend in one length from *Keel* to *Gunwale* rivetted through plates with (*5/8* in.) rivets, about (*4* in.) apart.
 The reverse angle irons on the floors extend in one length across the middle line from *to Above Bilge & ultimately to Gunwale*
 " " on the ribs " " from *to Gunwale*
 Keelson, if wood, length of scarp *if iron, how are the various lengths connected?*
 Plates, Garboard, double or single rivetted to keel, with rivets (*3/4* ins.) diameter averaging (*2 1/4* in.) from centre to centre of rivet.
 " edges from Garboards to turn of bilge, worked carvel with a lining piece (*5/16* in.) thick, or clencher, double or single rivetted; rivets (*5/8* in.) diameter, averaging (*2* ins.) from centre to centre of rivets.
 " butts from Garboards to turn of bilge, worked carvel with a lining piece (*5/16*) thick, double or single rivetted; rivets (*5/8* in.) diameter, averaging (*2* ins.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below?
 " edges from bilge to wales, worked carvel with a lining piece (*5/16*) thick, or clencher, double or single rivetted; rivets (*5/8* in.) diameter, averaging (*2* ins.) from centre to centre of rivets.
 " butts from bilge to wales, worked carvel with a lining piece (*5/16*) thick, double or single rivetted; rivets (*5/8* in.) diameter, averaging (*2* in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below?
 " edges of wales and to planksheers, worked carvel with a lining piece (*5/16*) thick, or clencher, double or single rivetted; rivets (*5/8* in.) diameter averaging (*2* ins.) from centre to centre of rivets.
 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 " " " " Rivetted to Angle Chon or Beams
 Deck Beams, how secured to the side *Single Plate Knee Rivetted to Frames*
 Hold " "
 Paddle " "
 No. of breasthooks *2* crutches *2* how are pointers compensated?
 What description of iron is used for the angle iron and bar iron in the vessel?
Said to be best

Builder's Signature

Lloyd's Register
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IRON433-0063

1483 Iron

Workmanship. Are the lands or laps of the clenchwork in all cases sufficiently wide to take the rivets and support the strain on them? *By*
 Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies? *By*
 Do the fillings between the ribs and plates fill in all solid with sliver pieces, or are they in short lengths? *Solid Pieces*
 Do the holes for rivetting plate to lining piece, or plate to plate, &c., answer well to each other? *By* and are the rivet holes well and sufficiently countersunk in the outer plate? *By*
 Are there any rivets which either break into or have been put through the seams or butts of the plating? *Some*
 Was the plating caulked internally in the wake of the frames or ribs? *No*

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.
<i>One Complete Sails</i>	Fore Sails,	<i>Strain of 13 tons</i>					
	Fore Top Sails,	Chain	150	7/8	Bower,	2	2.1.9
	Fore Topmast Stay Sails,	Hempen Stream Cable	70	5			1.1.0
	Main Sails,	Hawser	130	4	Stream,	1	2.2.9
	Main Top Sails,	Towlines	100	3 1/2			
	and <i>other requisite</i>	Warp	20	1 1/4	Kedge,	1	1.0.2 1/4
		All of <i>Good</i> quality.					

Her Standing and Running Rigging *Complete* sufficient in size and *Good* in quality.

She has *One 18 ft Long Boat* and *One 16 feet Boat*

The present state of the Windlass is *Good* Capstan *Good* and Rudder *Good* Pumps *One Hand Pump to each Compartment & Bilge connected to Pump*

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	<i>Built Under Special Survey</i>
	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	

*This vessel is (very) substantially Built; Bulkheads placed between Double Frames; Clamp Stinger and Keelsons Carried Fore and Aft through Bulkheads and Connected at their extremities by Plate Hooks and Butches; She is strongly Pillared in the Hold; Deck fastened throughout as prescribed by the Rules; No Rigged as a Two Masted Schooner Standing part Wire Rope
 Vetting Certificates of Chain Cables produced, and is in my opinion entitled to the Undersigned Class*

In what manner are the surfaces preserved from oxidation? *Red Lead and Patent Paint*

I am of opinion this Vessel should be classed *G.A.I.*

The amount of the Fee£ 2 : : : is received by me,

Sept 28 Special£ 6 : 18 :

Certificate (if required) *Granted*...£ : : :

Committee's Minutes *25 September 1857*

Character assigned *A 1 for 9 Years*

Built of Iron

L. J. M.

I see no objection to the above Recommendations

24 Sept

W. H. L.

Lloyd's Register Foundation