

# IRON SHIPS.

1901  
From "Duke of Cornwall"

Request for S.S. 1169

Rec 1/10/39

No. 1604 Survey held at Glasgow Date 30<sup>th</sup> September 1859  
 on the ship Rig of Scotland Master William Cunell  
 Tonnage Gross            Engine Room            Register 999 Built at Glasgow  
 When Built 1859 By whom built Alexander Stephen & Co Owners Smith & Son  
 Port belonging to Glasgow Destined Voyage Calcutta  
 If Surveyed Afloat or in Dry Dock Building and Afloat

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.
209			32			21	9			
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	18		18		18		18		3	
Floors, Size of Angle Iron, and No. at bottom of Floor Plate	5	3 1/2	4 3/4	3	1/2			3		
depth and thickness of Floor Plate at mid line	22	1/2	1/2					3		
depth and thickness of Floor Plate at Bilge Keelson	6	1/2	1/2					3		
Size of Reversed Angle Iron, and Stingers No. at top of Floor Plate	3 1/2	3	3 1/2	3	3 1/2			3		
Frames, Size of Angle Iron, single or double Reversed Iron, if to every frame or every other frame	3 1/2	3	3 1/2	3	3 1/2			3		
Beams, Deck (N <sup>o</sup> 61) double Angle Iron or Bulb Iron with double Angle Iron on top	3	3	3 1/2					3		
depth & thickness of plate amidships	8	1/2	9 1/2					3		
double or single Angle Iron, on lower edge	Bulb								3	
average space between	3 feet		3 feet						3	
if wood (N <sup>o</sup> ) sided & moulded									3	
Hold, or Lower Deck (N <sup>o</sup> 59) double Angle Iron or Bulb Iron with double Angle Iron on top	3	3	3 1/2					3		
depth & thickness of plate amidships	8	1/2	9 1/2					3		
double or single Angle Iron, on lower edge	Bulb								3	
average space between	3 feet		3 feet						3	
if wood (N <sup>o</sup> ) sided & moulded									3	
Paddle, wood, sided and moulded or if Iron, size of Plate									3	
Engine Keelson, wood, sided & moulded, iron, size of plate, if Box, give sketch & dimensions	5	1 1/2	9 1/2	5	4 1/2			3		
Side or Bilge	15	1/2	15					3		
Number	5	4	9 1/2	5	4 1/2			3		

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

Knight-heads            Bulkheads, N<sup>o</sup> Four Thickness of 1/2

Hawse Timbers            are they free from defects?            how secured to the sides of the ship Between Double Strang

The Frames or Ribs extend in one length from Keel to Cumulate rivetted through plates with (3/8 in.) rivets, about (7 in.) apart.

The reverse angle irons on the floors extend in one length across the middle line from 3 to Chase Hold Beams

Keelson, how are the various lengths of plates or angle irons connected? Angle Iron and Plate with Butts shifted

Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets (1 1/4 ins.) diameter averaging (3 1/2 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 (3/8 in.) diameter, averaging (3 1/2 ins.) from centre to centre of rivets.

Butts from Keel to turn of bilge, worked carvel with a lining piece (           in.) thick, double or single rivetted; rivets (3/8 in.) diameter, averaging (3 1/4 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 (           in.) thick, double or single rivetted; rivets (3/8 in.) diameter, averaging (3 1/2 in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below?           

Butts from bilge to planksheers, worked carvel with a lining piece (           in.) thick, or clencher, double or single rivetted; rivets (3/8 in.) diameter averaging (3 1/4 ins.) from centre to centre of rivets. Breadth of laps in double rivetting (          ) Breadth of laps in single rivetting (          )

Planksheer, how secured to the plating of the sides            Explain by sketch, See Sketch on other side

Waterway            planksheer and to the Beams            if necessary.

Side trussing breadth and thickness of plates            how secured?           

Deck trussing Diagonally 12 x 1/2            rivetted to Angle Iron on Beams

Deck Beams, how secured to the side? Welded & rivetted to Strang

Hold or Lower Deck                      

Paddle                      

No. of breasthooks 5 crutches 14 how are pointers compensated?           

What description of iron is used for the angle iron and plate iron in the vessel? Plating Glasgow Iron Builder's Signature A. Stephen & Co

1981. 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? 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 solid with single pieces, or are they in short lengths of various thicknesses? Solid in length

Do the holes for rivetting plate to frames, lining pieces, or plate to plate, &c., conform well to each other? generally good 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

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

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N <sup>o</sup> .		Fathoms.	Inches.	N <sup>o</sup> .	Weight.
<u>Two</u>	Fore Sails,	<u>Proof Chain 56 1/2</u>		Bower, <u>Common</u>	<u>3 22.0.0</u>
<u>Complete</u>	Fore Top Sails,	Chain ..... <u>19</u>	<u>300 1 3/4</u>	<u>2 broken any Patent</u>	<u>26.0.0</u>
<u>Sixty</u>	Fore Topmast Stay Sails,	Hempen Stream Cable .....	<u>80 10</u>	Stream, <u>Common</u>	<u>1 8.3.0</u>
	Main Sails,	Hawser .....	<u>90 8</u>	Kedge, .....	<u>1 3.2.0</u>
	Main Top Sails,	Towlines .....	<u>90 6</u>		
	and	Warp .....			
		All of <u>Good</u> quality.			

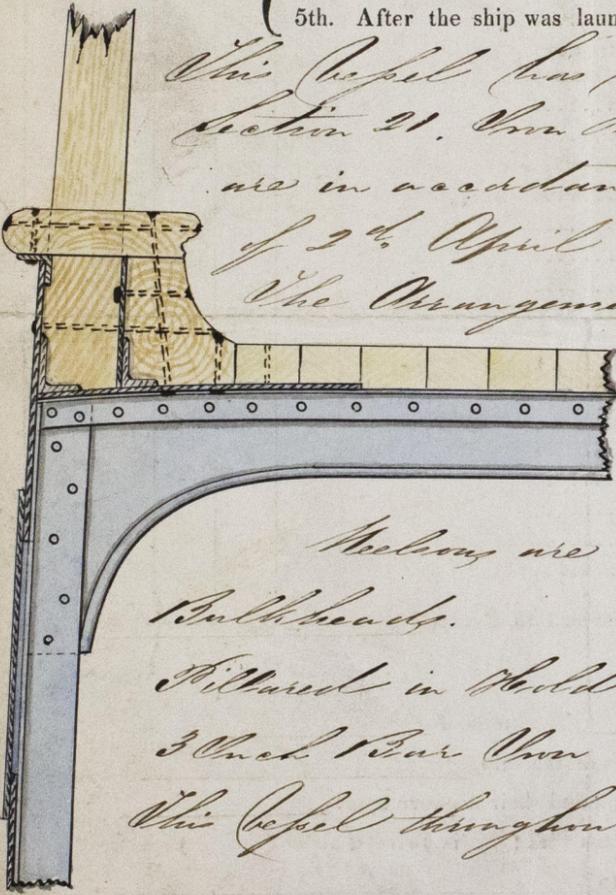
Her Standing and Running Rigging Complete sufficient in size and Good in quality.

She has One 22 feet Long Boat and One 26 feet Long Boat; One 23 feet Pinnace and One 19 feet Jolly Boat  
The present state of the Windlass is Good Capstan Good and Rudder Good Pumps 6 in dia. 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 Built Under Special Survey
  - 2nd. On the plating during the progress of rivetting Special Survey
  - 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 has been built Under a Shed in accordance with Section 21. Iron Rule; The Fire castle Beams and Plating are in accordance with the Spec. Sanctioned in your letter of 2<sup>d</sup> April 1859.



The Arrangement at Annvale is very satisfactory; see sketch. The Upper Deck is Diagonally Strengthened from side to side, all Fore and Aft and at each Mast on the Lower Deck Beams.

Mastons are carried all Fore and Aft through the Bulkheads.

Stiffened in Hold and Between Decks to every other Beam with 3 Inch Bar Iron

This vessel throughout is exceedingly well built

In what manner are the surfaces preserved from oxidation? Red Lead & Greenock's Paint

I am of opinion this Vessel should be classed B.A.S.

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

Sept 1859 Special .....£ 49.19.0

Certificate (if required) .....£ : : : =

Committee's Minute 4<sup>th</sup> October 1859

Character assigned 1 for 13 Years

Revised 1<sup>st</sup> proof  
22/9/58

Wm Robertson  
Wm Luke

I concur in the above to your minutes

10 Oct 1859  
Lloyd's Register Foundation