

IRON SHIPS.

1901
In "Duke of Cornwall"

No. 1604 Survey held at Glasgow Date 30th September 1859
on the ship Rig of Master William Russell
Tonnage Gross Engine Room Register 999⁷/₁₆ 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	Feet.	Inches.	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	Inches in Ship	Inches required per Rule	18		18								
Floors, Size of Angle Iron, and No. at bottom of Floor Plate	Inches in Ship	Inches required per Rule	5	3	1/2	4	3	1/2					
depth and thickness of Floor Plate at mid line	Inches in Ship	Inches required per Rule	22	1/2		1/2							
depth and thickness of Floor Plate at Bilge Keelson	Inches in Ship	Inches required per Rule	6	1/2		1/2							
Size of Reversed Angle Iron, and No. at top of Floor Plate	Inches in Ship	Inches required per Rule	3	3	1/2	3	3	1/2					
Frames, Size of Angle Iron, single or double	Inches in Ship	Inches required per Rule	5	3	1/2	4	3	1/2					
Reversed Iron, if to every frame	Inches in Ship	Inches required per Rule	3	3	1/2	3	3	1/2					
Beams, Deck (No. 61) double Angle Iron	Inches in Ship	Inches required per Rule	3	3	1/2								
Bulb Iron with double Angle Iron on top	Inches in Ship	Inches required per Rule	8	1/2		9	1/2						
depth & thickness of plate amidships	Inches in Ship	Inches required per Rule	1	Bulb									
double or single Angle Iron, on lower edge	Inches in Ship	Inches required per Rule	3	3	1/2	9	1/2						
average space between	Inches in Ship	Inches required per Rule	3	3	1/2								
if wood (No.) sided & moulded	Inches in Ship	Inches required per Rule											
Hold, or Lower Deck (No. 59)	Inches in Ship	Inches required per Rule	3	3	1/2	9	1/2						
double Angle Iron or Bulb Iron with double Angle Iron on top	Inches in Ship	Inches required per Rule	8	1/2		9	1/2						
depth & thickness of plate amidships	Inches in Ship	Inches required per Rule	1	Bulb									
double or single Angle Iron, on lower edge	Inches in Ship	Inches required per Rule	3	3	1/2	9	1/2						
average space between	Inches in Ship	Inches required per Rule											
if wood (No.) sided & moulded	Inches in Ship	Inches required per Rule											
Paddle, wood, sided and moulded or if Iron, size of Plate	Inches in Ship	Inches required per Rule											
Engine	Inches in Ship	Inches required per Rule											
Keelson, wood, sided & moulded, iron, size of plate, if Box, give sketch & dimensions	Inches in Ship	Inches required per Rule	5	4	1/2	5	4	1/2					
Side or Bilge	Inches in Ship	Inches required per Rule	15	1/2		15	1/2						
Number	Inches in Ship	Inches required per Rule	5	4	1/2	5	4	1/2					
Transoms, material <u>Plate</u> or, if none, in what manner compensated for.													
Knight-heads													
Hawse Timbers													
Bulkheads, No. <u>Four</u> Thickness of <u>1/2</u>													
are they free from defects?													
how secured to the sides of the ship													
size of vertical angle iron and their distance apart													
The Frames or Ribs extend in one length from <u>Keel</u> to <u>Cumulate</u> rivetted through plates with (<u>7/8</u> in.) rivets, about (<u>7</u> in.) apart.													
The reverse angle irons on the floors extend in one length across the middle line from <u>3</u> to <u>Chase</u> <u>Should</u> <u>Beams</u>													
on the frames													
from													
Keelson, how are the various lengths of plates or angle irons connected?													
Plates, Garboard, <u>double</u> or <u>single</u> rivetted to keel & at upper edge, with rivets (<u>1 1/4</u> ins.) diameter averaging (<u>3 1/2</u> in.) from centre to centre of rivet.													
Edges from Garboards to upper part of bilge, worked <u>carvel</u> with a lining piece (<u>1</u> in.) thick, or <u>clencher</u> , <u>double</u> or <u>single</u> rivetted; rivets (<u>7/8</u> in.) diameter, averaging (<u>3 1/2</u> ins.) from centre to centre of rivets.													
Butts from Keel to turn of bilge, worked <u>carvel</u> with a lining piece (<u>1 1/2</u> in.) thick, <u>double</u> or <u>single</u> rivetted; rivets (<u>7/8</u> in.) diameter, averaging (<u>3 1/4</u> ins.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? <u>Yes</u>													
Edges from bilge to planksheer, worked <u>carvel</u> with a lining piece (<u>1</u> in.) thick, <u>double</u> or <u>single</u> rivetted; rivets (<u>7/8</u> in.) diameter, averaging (<u>3 1/2</u> in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? <u>Yes</u>													
Butts from bilge to planksheers, worked <u>carvel</u> with a lining piece (<u>1 1/2</u> in.) thick, or <u>clencher</u> , <u>double</u> or <u>single</u> rivetted; rivets (<u>7/8</u> in.) diameter averaging (<u>3 1/4</u> ins.) from centre to centre of rivets. Breadth of laps in double rivetting (<u>1 1/2</u>) Breadth of laps in single rivetting (<u>1</u>)													
Planksheer, how secured to the plating of the sides													
Waterway													
Side trussing													
Deck trussing													
Deck Beams, how secured to the side?													
Hold or Lower Deck													
Paddle													
No. of breasthooks <u>5</u> crutches <u>14</u> how are pointers compensated?													
What description of iron is used for the angle iron and plate iron in the vessel?													

Builder's Signature A. C. Stephen & Co
Foundation
IRON434-0072

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 the 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? None

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

She has SAILS.

CABLES, &c.

ANCHORS, and their weights.

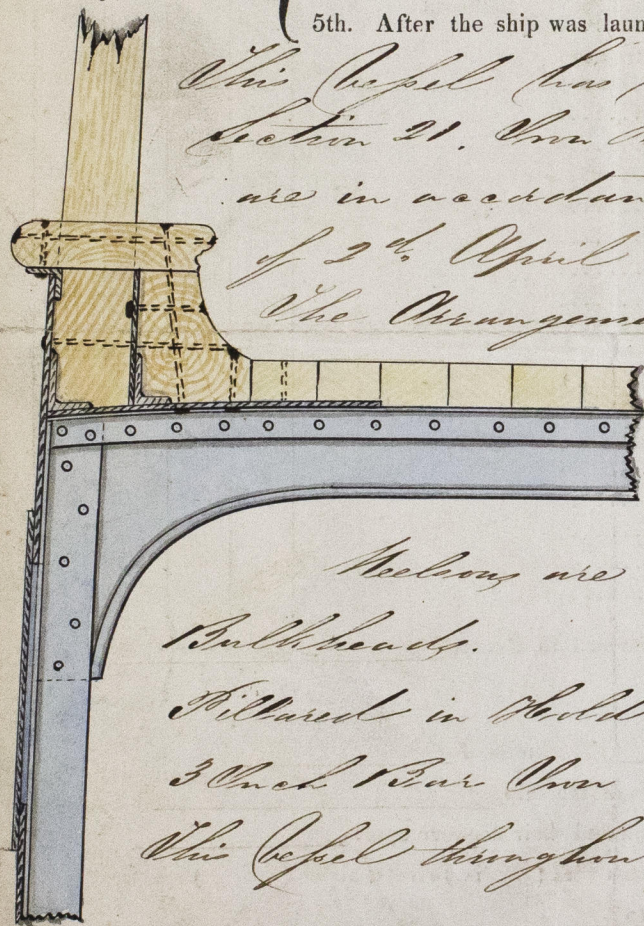
N ^o .			Fathoms.	Inches.		N ^o .	Weight.
<u>Two</u>	Fore Sails,	<u>Proof Chain 56 1/2 in</u>	<u>300</u>	<u>1 3/4</u>	Bower, <u>Common iron</u>	<u>3</u>	<u>22.0.0</u>
<u>Complete</u>	Fore Top Sails,	Chain <u>19</u>	<u>60</u>	<u>1 1/4</u>	<u>2 broken any Patent</u>		<u>26.0.0</u>
<u>Sixty</u>	Fore Topmast Stay Sails,	Hempen Stream Cable	<u>80</u>	<u>10</u>			<u>26.1.0</u>
	Main Sails,	Hawser	<u>90</u>	<u>8</u>	Stream, <u>Common iron</u>	<u>1</u>	<u>8.3.2</u>
	Main Top Sails,	Towlines	<u>90</u>	<u>6</u>			
and		Warp			Kedge,	<u>1</u>	<u>3.2.36</u>
		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 Prince of Wales
The present state of the Windlass is Good Capstan Good and Rudder Good Pumps One 14 ft. Jolly Boat

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
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^d April 1859.

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

Mechanics 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 & Peasecock's Paint

I am of opinion this Vessel should be classed 13.A.1.

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

Sept 1859 Special£ 49.19. :

Certificate (if required)£ : : : :

Committee's Minute 4th October 1859

Character assigned 1 for 13 Years

Revised in 1st proof
do 22/9/60

R. Robertson
Thos. Luke

I concur in the above decision

10 Oct 1859
Lloyd's Register Foundation