

IRON SHIPS.

2767

Request for S.S. No. 225

Rev 25/4/62

No. 1901 Survey held at Penfrew Date 23rd April 1863
 on the S.S. Schoni Suchana Master Garacandigua
 Tonnage Gross 427⁴⁹/₁₀₀ Engine Room 102⁴⁶/₁₀₀ Register 325¹³ Built at Penfrew
 When Built 1863 By whom built W. Simons & Co Owners Mildred, Gyomechi & Co
 Launched 17th April
 Port belonging to London Destined Voyage Bilboa
 Surveyed Afloat or in Dry Dock at Site Building & Afloat

Length aloft 17⁵/₈ Feet. Inches. Extreme Breadth.... 25 Feet. Inches. Depth from top of Upper Deck } Feet. Inches. Beam to top of Floor..... } 11⁴/₁₀₀ Power of Engines.... 80 Horse No.

Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	Inches in Ship.		Inches required per Rule.		Stem, if bar iron, moulding and thickness	Inches. In Ship.		Inches. required per Rule.	
	Inches.	Inches.	Inches.	Inches.		Inches.	Inches.	Inches.	Inches.
	<u>18</u>	<u>18</u>	<u>18</u>	<u>18</u>	if bar iron, moulding and thickness	<u>6¹/₂</u>	<u>2¹/₂</u>	<u>6¹/₂</u>	<u>2¹/₂</u>
Floors, Size of Angle Iron, and No. at bottom of Floor Plate	<u>3¹/₂</u>	<u>3</u>	<u>7¹/₁₆</u>	<u>3¹/₂</u>	if plate iron, breadth and thickness	<u>4¹/₄</u>	<u>5</u>	<u>6¹/₂</u>	<u>2¹/₂</u>
depth and thickness of Floor Plate at mid line	<u>14</u>	<u>7¹/₁₆</u>	<u>14</u>	<u>7¹/₁₆</u>	if plate iron, breadth and thickness	<u>6¹/₂</u>	<u>6¹/₄</u>	<u>6¹/₂</u>	<u>2¹/₂</u>
depth and thickness of Floor Plate at Bilge Keelson	<u>4</u>	<u>7¹/₁₆</u>	<u>4</u>	<u>7¹/₁₆</u>	if bar iron, depth and thickness	<u>6¹/₂</u>	<u>2¹/₂</u>	<u>6¹/₂</u>	<u>2¹/₂</u>
Size of Reversed Angle Iron, and No. at top of Floor Plate	<u>2¹/₂</u>	<u>2¹/₂</u>	<u>6¹/₁₆</u>	<u>2¹/₂</u>	if plate iron, breadth and thickness	<u>6¹/₂</u>	<u>2¹/₂</u>	<u>6¹/₂</u>	<u>2¹/₂</u>
Frames, Size of Angle Iron, single or double	<u>3¹/₂</u>	<u>3</u>	<u>7¹/₁₆</u>	<u>3¹/₂</u>	From Garboard to upper part of Bilge	<u>9¹/₁₆</u>	<u>9¹/₁₆</u>	<u>9¹/₁₆</u>	<u>9¹/₁₆</u>
Reversed Iron, if to every frame or every other frame	<u>2¹/₂</u>	<u>2¹/₂</u>	<u>6¹/₁₆</u>	<u>2¹/₂</u>	From upper part of Bilge to Sheerstrakes	<u>7¹/₁₆</u>	<u>7¹/₁₆</u>	<u>7¹/₁₆</u>	<u>7¹/₁₆</u>
Beams, Deck (No. 48) double Angle Iron	<u>2¹/₂</u>	<u>2¹/₄</u>	<u>5¹/₁₆</u>	<u>2¹/₄</u>	Sheerstrakes	<u>4¹/₁₆</u>	<u>4¹/₁₆</u>	<u>4¹/₁₆</u>	<u>4¹/₁₆</u>
Bulb Iron with double Angle Iron on top	<u>2¹/₂</u>	<u>2¹/₄</u>	<u>5¹/₁₆</u>	<u>2¹/₄</u>	Breadth & thickness of Butt Straps to outside plating	<u>10¹/₄</u>	<u>8</u>	<u>7¹/₂</u>	<u>4¹/₁₆</u>
depth & thickness of plate amidships	<u>6</u>	<u>6¹/₁₆</u>	<u>6</u>	<u>6¹/₁₆</u>	Planksheers				
double or single Angle Iron, on lower edge	<u>Bulb</u>		<u>Bulb</u>		Gunwale Plate or Stringer on ends of Up. Dk Beams	<u>18¹/₁₆</u>	<u>7¹/₁₆</u>	<u>18</u>	<u>7¹/₁₆</u>
average space between	<u>3 feet</u>		<u>3 feet</u>		Angle Iron on ditto	<u>4</u>	<u>3</u>	<u>6¹/₁₆</u>	<u>4</u>
if wood (No.) sided & moulded					Waterway	<u>12</u>	<u>5¹/₁₆</u>	<u>14</u>	<u>4</u>
Hold, or Lower Deck (No. 27) double Angle Iron or Bulb Iron with double Angle Iron on top	<u>2¹/₂</u>	<u>2¹/₄</u>	<u>5¹/₁₆</u>	<u>2¹/₄</u>	Deck	<u>6</u>	<u>3</u>	<u>3</u>	<u>3</u>
depth & thickness of plate amidships	<u>6</u>	<u>6¹/₁₆</u>	<u>6</u>	<u>6¹/₁₆</u>	Ceiling in Hold	<u>3¹/₂</u>			
double or single Angle Iron, on lower edge	<u>Bulb</u>		<u>Bulb</u>		Ceiling betwixt Decks				
average space between	<u>4¹/₁₆</u>		<u>4¹/₁₆</u>		Beam Clamps				
if wood (No.) sided & moulded					Shelf				
Paddle, wood, sided and moulded or if Iron, size of Plate					Stringer Plates on ends of Hold or Lower Dk Beams	<u>18¹/₁₆</u>	<u>7¹/₁₆</u>	<u>18¹/₁₆</u>	<u>7¹/₁₆</u>
Engine					Ceiling between Decks	<u>4</u>	<u>3</u>	<u>6¹/₁₆</u>	<u>4</u>
Keelson, wood, sided & moulded, iron, size of plate, if Box, give sketch & dimensions	<u>14</u>	<u>3</u>	<u>6¹/₁₆</u>	<u>4</u>	Stringer or Tie Plates outside Hatchways	<u>6</u>	<u>2</u>	<u>6</u>	<u>2</u>
Side or Bilge	<u>10</u>	<u>5¹/₈</u>	<u>9¹/₁₆</u>	<u>4</u>	Deck Beam Clamps	<u>6</u>	<u>3</u>	<u>3</u>	<u>3</u>
Number	<u>4</u>	<u>3</u>	<u>6¹/₁₆</u>	<u>4</u>	Deck, Lower				

Transoms, material Plate or, if none, in what manner compensated for.
 Knight-heads Timbers Bulkheads, No. Four Thickness of 5¹/₁₆
 Hawse Timbers 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 3 x 3 x 7¹/₁₆ Average

The Frames or Ribs extend in one length from Keel to Gunwale rivetted through plates with 3/4 in. rivets, about 6 apart.
 The reverse angle irons on the floors extend in one length across the middle line from Keel to Upper part of turn of Bilge
 on the frames, from Keel to Alternately to Gunwale

Keelson, how are the various lengths of plates or angle irons connected? Rivetted in ship of Bilge
 Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets 3/4 in. diameter averaging 3/16 in. from centre to centre of rivet.
 Edges from Garboards to upper part of bilge, worked carvel with a lining piece 1/4 in. thick, or clencher, double or single rivetted; rivets 3/4 in. diameter, averaging 2¹/₁₆ in. from centre to centre of rivets.
 Butts from Keel to turn of bilge, worked carvel with a lining piece 1/4 in. thick, double or single rivetted; rivets 3/4 in. diameter, averaging 2¹/₁₆ in. from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? No
 Edges from bilge to planksheer, worked carvel with a lining piece 1/4 in. thick, double or single rivetted; rivets 3/4 in. diameter, averaging 2¹/₁₆ in. from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? No
 Butts from bilge to planksheers, worked carvel with a lining piece 1/4 in. thick, or clencher, double or single rivetted; rivets 3/4 in. diameter averaging 2¹/₁₆ in. from centre to centre of rivets. Breadth of laps in double rivetting 4 Breadth of laps in single rivetting 2¹/₂

Planksheer, how secured to the plating of the sides { Explain by sketch, } Botted to Stringer & Side Plating
 Waterway, planksheer and to the Beams { if necessary. }
 Side trussing, breadth and thickness of plates, how secured? Diagonal
 Deck trussing, Diagonal
 Deck Beams, how secured to the side? Double Plate Rivetted to Beams & Frames
 Hold or Lower Deck, do
 Paddle, do

No. of breasthooks 3 crutches 4 how are pointers compensated? do
 What description of iron is used for the angle iron and plate iron in the vessel?
Stamped, non-lands, Mofend
Conty & Dundee
 Builder's Signature W. Simons & Co

IRON435-0389

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Workmanship. Are the lands or laps of the clenwork 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? long lengths, solid except in few double

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

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>One</u>	Fore Sails,	<u>31</u>	<u>25</u>	Bower, <u>Hotman's</u>	<u>3</u> <u>14.3.16</u>
<u>Complete</u>	Fore Top Sails,	<u>60</u>	<u>5 1/2</u>	Stream, <u>Common</u>	<u>1</u> <u>6.1.25</u>
<u>Suit</u>	Fore Topmast Stay Sails,	<u>90</u>	<u>4</u>	Kedge, <u>No</u>	<u>1</u> <u>3.1.22</u>
	Main Sails,	<u>90</u>	<u>5 1/2</u>		
	Main Top Sails,	<u>90</u>	<u>4 1/2</u>		
	and other requisite sails	All of <u>Good</u> quality.			

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

She has One Life Long Boat and 22 1/2 ft. x 6 ft. x 22 ft. x 6 ft. 3 in two Quarter Boats

The present state of the Windlass is Good Capstan Complete and Rudder Complete Pumps Overboard pumps & bilge connected to bilge

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
- Build under Special Survey

*Increased Longitudinal Strength has been given to this vessel as sanctioned by your Letter of 29th August 1861
See Builder's Letter of 26th August 1861
Testing Certificate of Chain Cable produced*

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

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

The amount of the Fee£ 5 : 3 : 3 is received by me,

Special£ 21 : 4 : 3

Certificate (if required) Gratis£ " : " : "

Committee's Minute 29th April 1862

Character assigned Δ 1 for 9 Years

Wm. Duke

*April 26/02
She appears eligible for the class*

