

IRON SHIPS.

Request for S.S. No. 225
 No. 1901 Survey held at Penfrew Date 23rd April 1863
 on the S.S. Schomir Suchana Master Baracordigna
 Tonnage Gross 427 ¹⁰⁰ Engine Room 102 ⁴⁰ Register 325 Built at Penfrew
 When Built 1863 By whom built W. Simons & Co Owners Mildred, Gynechi & Co
 Launched 17th April
 Port belonging to London Destined Voyage Bilboa
 Surveyed Afloat or in Dry Dock in Dry Dock Building & 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.
<u>113</u>			<u>25</u>			<u>11</u>		<u>25</u>	<u>80</u>	
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. <u>1</u> at bottom of Floor Plate	<u>3 1/2</u>	<u>3</u>	<u>7 1/2</u>	<u>3 1/2</u>	<u>2 1/2</u>	<u>7 1/2</u>				
depth and thickness of Floor Plate at mid line	<u>14</u>	<u>7 1/2</u>	<u>14</u>	<u>7 1/2</u>						
depth and thickness of Floor Plate at Bilge Keelson	<u>4</u>	<u>7 1/2</u>	<u>14</u>	<u>7 1/2</u>						
Size of Reversed Angle Iron, and No. <u>1</u> at top of Floor Plate	<u>2 1/2</u>	<u>2 1/2</u>	<u>6 1/2</u>	<u>2 1/2</u>	<u>2 1/2</u>	<u>6 1/2</u>				
Frames, Size of Angle Iron, single or double	<u>3 1/2</u>	<u>3</u>	<u>7 1/2</u>	<u>3 1/2</u>	<u>2 1/2</u>	<u>7 1/2</u>				
Reversed Iron, if to every frame or every other frame	<u>2 1/2</u>	<u>2 1/2</u>	<u>6 1/2</u>	<u>2 1/2</u>	<u>2 1/2</u>	<u>6 1/2</u>				
Beams, Deck (No. <u>48</u>) double Angle Iron Bulb Iron with double Angle Iron on top	<u>2 1/2</u>	<u>2 1/2</u>	<u>5 1/2</u>	<u>2 1/2</u>	<u>2 1/2</u>	<u>5 1/2</u>				
depth & thickness of plate amidships	<u>6</u>	<u>6 1/2</u>	<u>6</u>	<u>6 1/2</u>						
double or single Angle Iron, on lower edge	<u>Bulb</u>		<u>Bulb</u>							
average space between	<u>3 feet</u>		<u>3 feet</u>							
if wood (No.) sided & moulded										
Hold, or Lower Deck (No. <u>21</u>) double Angle Iron or Bulb Iron with double Angle Iron on top	<u>2 1/2</u>	<u>2 1/2</u>	<u>5 1/2</u>	<u>2 1/2</u>	<u>2 1/2</u>	<u>5 1/2</u>				
depth & thickness of plate amidships	<u>6</u>	<u>6 1/2</u>	<u>6</u>	<u>6 1/2</u>						
double or single Angle Iron, on lower edge	<u>Bulb</u>		<u>Bulb</u>							
average space between	<u>4th frame in Hold</u>									
if wood (No.) sided & moulded										
Paddle, wood, sided and moulded or if Iron, size of Plate										
Engine										
Keelson, wood, sided & moulded, iron, size of plate, if Box, give sketch & dimensions	<u>4</u>	<u>3</u>	<u>6 1/2</u>	<u>4</u>	<u>3</u>	<u>6 1/2</u>				
Side or Bilge	<u>10</u>	<u>5 1/2</u>	<u>9 1/2</u>	<u>10</u>	<u>5 1/2</u>	<u>9 1/2</u>				
Number	<u>4</u>	<u>3</u>	<u>6 1/2</u>	<u>4</u>	<u>3</u>	<u>6 1/2</u>				

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

Knight-heads Chucky Bulkheads, No. Four Thickness of 5 1/2
 Hawse Timbers Gunheart 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 7 1/2 2 1/2 x 2 1/2 x 9 1/2 2 - 4

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 3 to Upper part of turn of Bilge
 on the frames, from 3 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 1/2 in. 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 1 in. thick, or clenchier, double or single rivetted; rivets 3/4 in. diameter, averaging 2 1/2 in. from centre to centre of rivets.

Butts from Keel to turn of bilge, worked carvel with a lining piece 5/16 thick, double or single rivetted; rivets 3/4 in. diameter, averaging 2 1/4 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 thick, double or single rivetted; rivets 3/4 in. diameter, averaging 2 1/4 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 5/16 thick, or clenchier, double or single rivetted; rivets 3/4 in. diameter averaging 2 1/2 in. from centre to centre of rivets. Breadth of laps in double rivetting 4 Breadth of laps in single rivetting 2 1/2

Planksheer, how secured to the plating of the sides { Explain by sketch, } Bolts to Stringer & Side Plating
 Waterway, planksheer and to the Beams { if necessary. }

Side trussing breadth and thickness of plates how secured?

Deck trussing Diagonal 9 3/4 x 7 1/2 2 Twattars to angle irons on beams

Deck Beams, how secured to the side? Double Plate Rivetted to Beams & Frames

Hold or Lower Deck do do do

Paddle do do do

No. of breasthooks 3 crutches 4 how are pointers compensated?

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

Stamped Non-lands Mopend
Conty V. Dundysan

Builder's Signature

W. Simons & Co

London

Foundation

IRON435-0389

2767 *En*

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? *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? *By*

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.
<i>One</i>	Fore Sails,	<i>Proof 31 & 25</i>			Bower, <i>Portman</i>	<i>3</i>	<i>14.3.16</i>
<i>Complete</i>	Fore Top Sails,	Chain	<i>240</i>	<i>1 5/8</i>			<i>14.2.8</i>
<i>Suit</i>	Fore Topmast Stay Sails,	Heavy Stream Cable <i>4 tons</i>	<i>60</i>	<i>3 1/8</i>	Stream, <i>Common</i>	<i>1</i>	<i>6.1.25</i>
	Main Sails,	Hawser	<i>90</i>	<i>7</i>	Kedge, <i>No</i>	<i>1</i>	<i>3.1.22</i>
	Main Top Sails,	Towlines	<i>90</i>	<i>5 1/2</i>			
	and <i>other requisite sail</i>	Warp	<i>90</i>	<i>4 1/2</i>			
		All of <i>Good</i> 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. & 22 ft. x 6 ft. 3 in.* Two Quarter Boats

The present state of the Windlass is *Good* Capstan *—* and Rudder *Complete* Pumps *Four hand pumps & bilge connected to engine*

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	

*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* : : : is received by me,

Special£ *21* : *7* : :

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

Committee's Minute *29th April* 18*62*

Character assigned *Δ 1 for 9 Years*

Thos. Duke

April 26/02

She appears eligible for the Class recommended



Lloyd's Register Foundation