

3155 IRON SHIPS.

Requisition No. 300.

Rec 5/2/64

No. 4736 Survey held at Grunock Date 3rd February 1864
 on the Screw Steamer "Adele" Master Raton

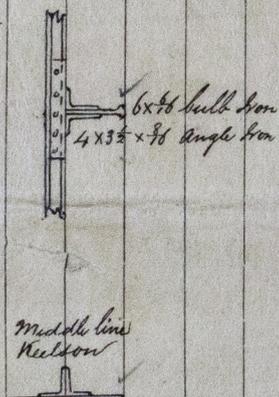
Tonnage Gross 347 1/2 Engine Room 68 1/2 Register 273 1/2 Built at Grunock

When Built 1864 By whom built Macnab & Co. Owners Hermann Leo Seligmann

Launched 14th January 1864 Port belonging to Glasgow Destined Voyage Glyde to

Surveyed Afloat or in Dry Dock While building

Length aloft	Feet. Inches.		Extreme Breadth	Feet. Inches.		Depth from top of Upper Deck		Feet. Inches.		Power of Engines	Horse No.
	16	8		24	7	12	12				
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	18		18	18		18		18		60	Two Engines
Floors, Size of Angle Iron, and No. <u>single</u> at bottom of Floor Plate	5 1/2	3	4 1/2	3 1/2	2 1/2	4 1/2	3 1/2	2 1/2	4 1/2		
depth and thickness of Floor Plate at mid line	12 1/2		7 1/2	12	7 1/2						
depth and thickness of Floor Plate at Bilge Keelson											
Size of Reversed Angle Iron, and No. <u>single</u> at top of Floor Plate	2 1/2	2 1/2	4 1/2	2 1/2	2 1/2	4 1/2	2 1/2	2 1/2	4 1/2		
Frames, Size of Angle Iron, single or double	3 1/2	3	4 1/2	3 1/2	2 1/2	4 1/2	3 1/2	2 1/2	4 1/2		
Reversed Iron, <u>on every frame</u> and on every alternate frame to <u>stern</u>	2 1/2	2 1/2	4 1/2	2 1/2	2 1/2	4 1/2	2 1/2	2 1/2	4 1/2		
Beams, Deck (No. <u>double</u> Angle Iron or Bulb Iron with double Angle Iron on top	2 1/4	2 1/4	4 1/2	2 1/4	2 1/4	4 1/2	2 1/4	2 1/4	4 1/2		
depth & thickness of plate amidships	6		6	6	6						
double or single Angle Iron, on lower edge											
average space between	3 feet										
if wood (No. <u>sided & moulded</u>)											
Hold, <u>Lower Deck</u> (No. <u>double</u> Angle Iron or Bulb Iron with double Angle Iron on top											
depth & thickness of plate amidships											
double or single Angle Iron, on lower edge											
average space between											
if wood (No. <u>sided & moulded</u>)											
Paddle, wood, sided and moulded or if Iron, size of Plate											
Engine											
Keelson, wood, sided & moulded iron, size of plate, if <u>double</u> Angle Iron	13 1/2	8 1/2	4 1/2	8 1/2	4 1/2	13 1/2	8 1/2	4 1/2	13 1/2		
Side or Bilge <u>double</u> Angle Iron	3 1/2	3	4 1/2	3 1/2	2 1/2	4 1/2	3 1/2	2 1/2	4 1/2		
Number											



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

Knight-heads Iron Bulkheads, No. Four Thickness of 5/8 5/8

Hawse Timbers Iron are they free from defects? Yes how secured to the sides of the ship Between double frames

The Frames or Ribs extend in one length from Keel to Gunnwale rivetted through plates with (3/4 in.) rivets, about (6 inches) apart.

The reverse angle irons on the floors extend in one length across the middle line from upper part of bilge to Gunnwale alternately

Keelson, how are the various lengths of plates or angle irons connected? By angle iron butt straps

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

Edges from Garboards to upper part of bilge, worked carvel with a lining piece (1/2 in.) thick, or clencher, double rivetted; rivets (3/4 in.) diameter, averaging (3 ins.) from centre to centre of rivets.

Butts from Keel to turn of bilge, worked carvel with a lining piece (3/8) thick, double rivetted; rivets (3/4 in.) diameter, averaging (3 ins.) 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 (1/2) thick, double rivetted; rivets (3/4 in.) diameter, averaging (3 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 (5/8) thick, or clencher, double rivetted; rivets (3/4 in.) diameter averaging (3 ins.) from centre to centre of rivets. Breadth of laps in double rivetting (3 3/4) Breadth of laps in single rivetting (2 1/2)

Planksheer, how secured to the plating of the sides { Explain by sketch, }
 Waterway " " planksheer and to the Beams { if necessary. } By screw bolts and nuts

Side trussing breadth and thickness of plates how secured? By screw bolts and nuts

Deck trussing By plates all fore and aft each side of flatways 12x7 1/2 and diagonal plates where practicable

Deck Beams, how secured to the side? Beam ends turned down

Hold or Lower Deck "

Paddle "

No. of breasthooks Four crutches how are pointers compensated? By screw bolts and nuts

What description of iron is used for the angle iron and plate iron in the vessel? Glasgow Iron Co. Rolled plates Builder's Signature Macnab & Co.



IRON437-0123

3455 Jan.

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? 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? Solid
Do the holes for rivetting plate to frames, lining pieces, or plate to plate, &c., conform well to each other? Yes 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.	
	Fore Sails,	Chain <u>Admiralty proof</u> ^{20.7.2.} <u>6.10.</u>	180	1 1/2	Bower, <u>Admiralty proof</u> ^{11.11.2.} <u>11.11.2.</u>	1 10.2.21
	Fore Top Sails,	Hempen Stream Cable	90	4	do <u>do</u> ^{9"} <u>9"</u>	1 8.1.16
<u>One</u>	Fore Topmast Stay Sails,	Hawser	90	3	Stream,	1 3.--
<u>Saint</u>	Main Sails,	Towlines				
<u>of</u>	Main Top Sails,	Warp			Kedge,	1 1.1.20
<u>Sails</u>		All of <u>Good</u> quality.				

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

She has One Life Long Boat and two others
The present state of the Windlass is Good Capstan Good and Rudder Good Pumps Two lead, 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	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
					<u>Specially surveyed while building from Sept. 1863 to 3rd February 1864 in all 16 visits.</u>

This vessel has been built under special survey as per order N^o 300. She has a raised quarter deck and a Monkey fore-castle, with a round house on deck for cabin and crew, and schooner rigged. Is a sister of the screw steamer "Beatrice" Report N^o 4896 built by the same builders and launched on 21st Sept. 1863

In what manner are the surfaces preserved from oxidation? Inside Portland Cement between floors from turn of helms down in way of engines only, frames coated with zinc paint, and plating with Red lead. Outside two coats of zinc paint and two coats of Red lead, and black paint from load line upwards.

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

The amount of the Fee£ 4 : " : " is received by me,

J.W.M.S. Special£ 17 : 2 : "

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

Committee's Minute 9th February 1864

Character assigned Q.A.S.

Handwritten notes and signatures:
W.C.C.
A. J. B. 5000
I concur in the above recommendation
5 Feb 1864
J.M.C.

