

# IRON SHIPS.

Requisition No. 300.

Rec 5/2/64

No. 4736 Survey held at Glasgow Date 3rd February 1864  
 on the Screw Steamer "Adele" Master Raton  
 Tonnage Gross 342<sup>12</sup>/<sub>100</sub> Engine Room 68<sup>2</sup>/<sub>100</sub> Register 273<sup>66</sup>/<sub>100</sub> Built at Glasgow  
 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 Beam to top of Floor	Feet.	Inches.	Power of Engines	Horse No.
.....	16 <sup>8</sup> / <sub>10</sub>		.....	24 <sup>7</sup> / <sub>10</sub>		.....	12		.....	60. Two Engines
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>single</u> at bottom of Floor Plate	18	✓	18	✓	18	✓	18	✓	18	✓
„ depth and thickness of Floor Plate at mid line	5 <sup>1</sup> / <sub>2</sub>	3	4 <sup>6</sup> / <sub>10</sub>	3 <sup>4</sup> / <sub>10</sub>	2 <sup>3</sup> / <sub>10</sub>	4 <sup>6</sup> / <sub>10</sub>	3 <sup>4</sup> / <sub>10</sub>	2 <sup>3</sup> / <sub>10</sub>	4 <sup>6</sup> / <sub>10</sub>	3 <sup>4</sup> / <sub>10</sub>
„ depth and thickness of Floor Plate at Bilge Keelson	12 <sup>1</sup> / <sub>2</sub>	7 <sup>6</sup> / <sub>10</sub>	12	7 <sup>6</sup> / <sub>10</sub>	7 <sup>6</sup> / <sub>10</sub>	7 <sup>6</sup> / <sub>10</sub>	7 <sup>6</sup> / <sub>10</sub>	7 <sup>6</sup> / <sub>10</sub>	7 <sup>6</sup> / <sub>10</sub>	7 <sup>6</sup> / <sub>10</sub>
„ Size of Reversed Angle Iron, and No. <u>single</u> at top of Floor Plate	2 <sup>1</sup> / <sub>2</sub>	2 <sup>1</sup> / <sub>2</sub>	4 <sup>6</sup> / <sub>10</sub>	2 <sup>1</sup> / <sub>2</sub>	2 <sup>1</sup> / <sub>2</sub>	4 <sup>6</sup> / <sub>10</sub>	2 <sup>1</sup> / <sub>2</sub>	2 <sup>1</sup> / <sub>2</sub>	4 <sup>6</sup> / <sub>10</sub>	2 <sup>1</sup> / <sub>2</sub>
Frames, Size of Angle Iron, single or double	3 <sup>1</sup> / <sub>2</sub>	3	4 <sup>6</sup> / <sub>10</sub>	3 <sup>1</sup> / <sub>2</sub>	2 <sup>3</sup> / <sub>10</sub>	4 <sup>6</sup> / <sub>10</sub>	3 <sup>1</sup> / <sub>2</sub>	2 <sup>3</sup> / <sub>10</sub>	4 <sup>6</sup> / <sub>10</sub>	3 <sup>1</sup> / <sub>2</sub>
„ „ Reversed Iron, <u>double</u> every frame and on every alternate frame	2 <sup>1</sup> / <sub>2</sub>	2 <sup>1</sup> / <sub>2</sub>	4 <sup>6</sup> / <sub>10</sub>	2 <sup>1</sup> / <sub>2</sub>	2 <sup>3</sup> / <sub>10</sub>	4 <sup>6</sup> / <sub>10</sub>	2 <sup>1</sup> / <sub>2</sub>	2 <sup>3</sup> / <sub>10</sub>	4 <sup>6</sup> / <sub>10</sub>	2 <sup>1</sup> / <sub>2</sub>
Beams, Deck (No. <u>double</u> Angle Iron or Bulb Iron with double Angle Iron on top	2 <sup>1</sup> / <sub>2</sub>	2 <sup>1</sup> / <sub>2</sub>	4 <sup>6</sup> / <sub>10</sub>	2 <sup>1</sup> / <sub>2</sub>	2 <sup>3</sup> / <sub>10</sub>	4 <sup>6</sup> / <sub>10</sub>	2 <sup>1</sup> / <sub>2</sub>	2 <sup>3</sup> / <sub>10</sub>	4 <sup>6</sup> / <sub>10</sub>	2 <sup>1</sup> / <sub>2</sub>
„ „ depth & thickness of plate amidships	6	6 <sup>6</sup> / <sub>10</sub>	6	6 <sup>6</sup> / <sub>10</sub>	6	6 <sup>6</sup> / <sub>10</sub>	6	6 <sup>6</sup> / <sub>10</sub>	6	6 <sup>6</sup> / <sub>10</sub>
„ „ double or single Angle Iron, on lower edge	3 feet		3 feet		3 feet		3 feet		3 feet	
„ „ average space between	3 feet		3 feet		3 feet		3 feet		3 feet	
„ „ if wood (No. <u>double</u> sided & moulded	3 feet		3 feet		3 feet		3 feet		3 feet	
„ Hold, <u>double</u> Angle Iron or Bulb Iron with double Angle Iron on top	3 feet		3 feet		3 feet		3 feet		3 feet	
„ „ depth & thickness of plate amidships	3 feet		3 feet		3 feet		3 feet		3 feet	
„ „ double or single Angle Iron, on lower edge	3 feet		3 feet		3 feet		3 feet		3 feet	
„ „ average space between	3 feet		3 feet		3 feet		3 feet		3 feet	
„ „ if wood (No. <u>double</u> sided & moulded	3 feet		3 feet		3 feet		3 feet		3 feet	
„ Paddle, wood, sided and moulded or if Iron, size of Plate	3 feet		3 feet		3 feet		3 feet		3 feet	
„ Engine	3 feet		3 feet		3 feet		3 feet		3 feet	
Keelson, wood, sided & moulded iron, size of plate, if <u>double</u> Angle Iron	4 <sup>1</sup> / <sub>2</sub>	8 <sup>1</sup> / <sub>10</sub>	4 <sup>1</sup> / <sub>2</sub>	8 <sup>1</sup> / <sub>10</sub>	4 <sup>1</sup> / <sub>2</sub>	8 <sup>1</sup> / <sub>10</sub>	4 <sup>1</sup> / <sub>2</sub>	8 <sup>1</sup> / <sub>10</sub>	4 <sup>1</sup> / <sub>2</sub>	8 <sup>1</sup> / <sub>10</sub>
„ Side or Bilge <u>double</u> Angle Iron	3 <sup>1</sup> / <sub>2</sub>	3	4 <sup>6</sup> / <sub>10</sub>	3 <sup>1</sup> / <sub>2</sub>	2 <sup>3</sup> / <sub>10</sub>	4 <sup>6</sup> / <sub>10</sub>	3 <sup>1</sup> / <sub>2</sub>	2 <sup>3</sup> / <sub>10</sub>	4 <sup>6</sup> / <sub>10</sub>	3 <sup>1</sup> / <sub>2</sub>
„ Number <u>three</u>										

Transoms, material Iron or, if none, in what manner compensated for.  
 Knight-heads „ Iron Bulkheads, No. four Thickness of 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  
 „ „ and on the frames „ „ from „ to „  
 Keelson, how are the various lengths of plates or angle irons connected? By Angle Iron butt straps  
 Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets (1/2 in.) diameter averaging (4 1/3 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 clencher, double or single 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 (3/4 ) thick, double or single 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 in.) thick, double or single 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 or single 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? „  
 Deck trussing By plates all fore and aft each side of flatways 12x8 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? „  
 What description of iron is used for the angle iron and plate iron in the vessel? Glasgow Iron Co. Bulb plates Builder's Signature Macnab & Co.

IRON 437-0123



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 <sup>o</sup> .			Fathoms.	Inches.	N <sup>o</sup> .	Weight.	
	Fore Sails,	Chain <i>Admiralty proof</i> <sup>20-7-2</sup> <i>6-10</i>	180	1 1/2 ✓	Bower, <i>Admiralty proof</i> <sup>11-2</sup> <i>11-2</i>	1 ✓	8.2.14
	Fore Top Sails,	<i>Stream</i> Hempen Stream Cable	70	3/4 ✓	<i>do</i>	1 ✓	10.2.21
<i>One</i>	Fore Topmast Stay Sails,	Hawser	90	4 ✓	<i>do</i>	1 ✓	8.1.14
<i>One</i>	Main Sails,	Towlines			Stream,	1 ✓	3. --
<i>One</i>	Main Top Sails,	Warp			Kedge,	1 ✓	1.1.20
	and <i>spare sails</i>	All of <i>Good</i> 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	} <u>Specially surveyed while building from Sept. 1863 to 3<sup>rd</sup> February 1864 in all 16 visits.</u>
	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 Special Survey as per Order N<sup>o</sup> 300. She has a raised quarter deck and a Monkey forecabin, with a round house on deck for cabin and crew, and schooner rigged. Is a sister of the Screw Steamer "Beatrice" Report N<sup>o</sup> 4696 built by the same builders and launched on 24<sup>th</sup> 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,

Feb 1864 Special .....£ 17 : 2 : "

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

Committee's Minute 9<sup>th</sup> February 1864

Character assigned 1 for 9 years

I concur in the above recommendation  
5 Feb 1864 J.M.C.



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