

IRON SHIPS.

Requisition No. 295

Rec 11/2/64

No. 4740 Survey held at Port Glasgow Date 9th Feb 18 64
on the Screw Steamer Yeu-Tze-Tee Master Wm Stocks
Tonnage Gross 421⁶³/₁₀₀ Engine Room 105⁶³/₁₀₀ Register 315⁶³/₁₀₀ Built at Port Glasgow
When Built 1863 By whom built Blackwood & Gordon Owners M. E. Robinson
Launched 29th Dec 1863 Port belonging to Glasgow Destined Voyage Glyde to China
Is 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.
<u>181¹⁰/₁₆</u>			<u>26¹⁰/₁₆</u>			<u>12</u>			<u>100</u>	<u>Two Engines</u>
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	Inches in Ship.	Inches required per Rule.								
	<u>20</u>	<u>21</u>								
Floors, Size of Angle Iron, and No. <u>single</u> at bottom of Floor Plate	Inches in Ship.	Inches required per Rule.	16ths required per Rule.							
	<u>3¹/₂</u>	<u>3</u>	<u>7¹/₈</u>	<u>5¹/₂</u>	<u>2³/₄</u>	<u>5¹/₈</u>				
„ depth and thickness of Floor Plate at mid line	<u>10¹/₂</u>	<u>7¹/₈</u>	<u>15⁵/₈</u>	<u>7¹/₈</u>						
„ depth and thickness of Floor Plate at Bilge Keelson	<u>10</u>	<u>7¹/₈</u>	<u>7¹/₈</u>							
„ Size of Reversed Angle Iron, and No. <u>single</u> at top of Floor Plate	<u>2¹/₂</u>	<u>2¹/₂</u>	<u>4¹/₈</u>	<u>2¹/₂</u>	<u>2¹/₂</u>	<u>5¹/₈</u>				
Frames, Size of Angle Iron, single <u>double</u> „ „ Reversed Iron, <u>to every frame</u>	<u>3¹/₂</u>	<u>3</u>	<u>7¹/₈</u>	<u>5¹/₂</u>	<u>2³/₄</u>	<u>5¹/₈</u>				
„ „ „ <u>and on every alternate frame</u>	<u>2¹/₂</u>	<u>2¹/₂</u>	<u>4¹/₈</u>	<u>2¹/₂</u>	<u>2¹/₂</u>	<u>5¹/₈</u>				
Beams, Deck (No. <u>double Angle Iron</u>) „ „ „ <u>Bulb Iron with double Angle</u>	<u>2¹/₂</u>	<u>2¹/₂</u>	<u>7¹/₈</u>	<u>2¹/₂</u>	<u>2¹/₂</u>	<u>5¹/₈</u>				
„ „ „ <u>Iron on top</u>	<u>6¹/₂</u>	<u>7¹/₈</u>	<u>6¹/₂</u>	<u>7¹/₈</u>						
„ „ „ <u>depth & thickness of plate amidships</u>	<u>6¹/₂</u>	<u>7¹/₈</u>	<u>6¹/₂</u>	<u>7¹/₈</u>						
„ „ „ <u>double or single Angle Iron,</u>										
„ „ „ <u>on lower edge</u>										
„ „ „ <u>average space between</u>	<u>3 feet 4 inches</u>									
„ „ „ <u>if wood (No.) sided & moulded</u>										
„ „ „ <u>Hold, or Lower Deck (No.)</u>										
„ „ „ <u>double Angle Iron or Bulb Iron</u>	<u>2¹/₂</u>	<u>2¹/₂</u>	<u>7¹/₈</u>	<u>2¹/₂</u>	<u>2¹/₂</u>	<u>5¹/₈</u>				
„ „ „ <u>with double Angle Iron on top</u>	<u>6¹/₂</u>	<u>7¹/₈</u>	<u>6¹/₂</u>	<u>7¹/₈</u>						
„ „ „ <u>depth & thickness of plate amidships</u>	<u>6¹/₂</u>	<u>7¹/₈</u>	<u>6¹/₂</u>	<u>7¹/₈</u>						
„ „ „ <u>and alternate beams of Angle Iron</u>	<u>5</u>	<u>3</u>	<u>4¹/₈</u>							
„ „ „ <u>double or single Angle Iron,</u>										
„ „ „ <u>on lower edge</u>										
„ „ „ <u>average space between</u>	<u>3 feet 4 inches</u>									
„ „ „ <u>if wood (No.) sided & moulded</u>										
„ „ „ <u>Paddle, wood, sided and moulded</u>										
„ „ „ <u>or if Iron, size of Plate</u>										
„ „ „ <u>Engine</u>										
„ „ „ <u>Keelson, wood, sided & moulded, iron, size of</u>	<u>8</u>		<u>9¹/₈</u>							
„ „ „ <u>with side plates, double Angle Iron</u>	<u>6</u>	<u>4</u>	<u>7¹/₈</u>							
„ „ „ <u>Side or Bilge, double Angle Iron with</u>	<u>4</u>	<u>3</u>	<u>4¹/₈</u>	<u>3¹/₂</u>	<u>3</u>	<u>6¹/₈</u>				
„ „ „ <u>Number</u>	<u>6</u>		<u>7¹/₈</u>							

Transoms, material Iron or, if none, in what manner compensated for.
Knight-heads „ Iron Bulkheads, No. Four Thickness of 7¹/₈
Hawse Timbers „ Iron 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 2¹/₂ x 2¹/₂ x 7¹/₈ about 30 inches apart

The Frames or Ribs extend in one length from Keel to Gunnwale rivetted through plates with (3¹/₄ 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 single rivetted to keel & at upper edge, with rivets (1¹/₄ in.) diameter averaging (4¹/₂ in.) from centre to centre of rivet.
„ Edges from Garboards to upper part of bilge, worked carvel with a lining piece (3 in.) thick, or clench, double single rivetted; rivets (3 in.) diameter, averaging (3 in.) from centre to centre of rivets.
„ Butts from Keel to turn of bilge, worked carvel with a lining piece (9¹/₈) thick, double single rivetted; rivets (3¹/₂ 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
„ Edges from bilge to planksheer, worked carvel with a lining piece (3 in.) thick, double single rivetted; rivets (3¹/₂ 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 (9¹/₈) thick, clench, double or single rivetted; rivets (3¹/₂ in.) diameter averaging (3 in.) from centre to centre of rivets. Breadth of laps in double rivetting (4 in.) Breadth of laps in single rivetting (2¹/₂)

Planksheer, how secured to the plating of the sides { Explain by sketch, } See Sketch
Waterway „ „ planksheer and to the Beams { if necessary. }
Side trussing „ „ breadth and thickness of plates how secured?
Deck trussing By plates all fore and aft each side of Hatchways 10 x 7 inch and diagonal plates where practicable
Deck Beams, how secured to the side? Beam ends turned down
Hold or Lower Deck „ Beam ends turned down and plate knees
Paddle „ „
No. of breasthooks Three crutches Three how are pointers compensated?
What description of iron is used for the angle iron and plate iron in the vessel? Glasgow Iron Co.

Builder's Signature Blackwood & Gordon
Lloyd's Register
IRON 437-0155

3486 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? 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 ... Admiralty test 28 1/2 tons	210	1 1/4	Bower, Common Admiralty test 16 tons	1 17.3. -
		Stream 9 1/2 -	60	3/8	do do 14 1/2 -	1 15.2. -
One	Fore Top Sails,	Hempen Stream Cable	90	7 1/2		1 15.2. -
Unit	Fore Topmast Stay Sails,	Hawser	90	5 1/2	Stream, Rodgers' patent	1 5. - -
of	Main Sails,	Towlines	90	4 1/2		
Sails	Main Top Sails,	Warp			Kedge, Rodgers' patent	1 2.2.2
	and Spare Sails	All of Good quality.			do do	1 1.1.2

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

She has One Life Long Boat and Three others

The present state of the Windlass is Patent Capstan Common and Rudder Good Pumps Four 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 July 1863 till 9th July 1864 in all 18 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^o 295; is rigged as a three masted Schooner, has a full poop and forecabin; is fitted with an awning deck as per sketch herewith, the same extending from poop to forecabin, and fitted in at the sides as requested. See Committee's letter dated 24th Sept^r 1863, and remarks of the principal Surveyors.

In what manner are the surfaces preserved from oxidation? Inside Portland Cement between the floor to bulge and three coats of Red lead above and outside three coats of Red lead, and three coats of Peacock's patent composition on bottom, and black paint from load line upwards

I am of opinion this Vessel should be classed A 1

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

Special£ 21 : 2 :

Certificate (if required)£ : : : :

Committee's Minute 12 February 1864

Character assigned A 1

Feb 11/64. Dear Sir of Son. The appears eligible for Class as recommended, we are also of opinion she should be marked "Spur Decked" referring to the made to Committee's letter above

