

IRON SHIPS.

No. 2158 Survey held at Glasgow Date April 12th 1884
 on the SS. "Church" Master H. Pattenworth
 Tonnage Gross 103.82 Engine Room 52.9 Register 130.92 Built at Glasgow
 When Built 1864 Launched 14 February 1864 By whom built J. G. Gair
 Owners W. & L. Brown Port belonging to London Destined Voyage Huageland
 If 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.	
127.1			20.1			9.6			50		
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	Inches in Ships.		Inches required per Rule.		Inches in Ships.		Inches required per Rule.		Inches in Ships.		
	21		21								
Floors, Size of Angle Iron, and No. 1 at bottom of Floor Plate	Inches in Ship.	Inches in Ship.	16ths required per Rule.	Inches in Ship.	Inches in Ship.	16ths required per Rule.	Stem, if bar iron, moulding and thickness				
	2 1/2	2 1/2	9/10	2 1/2	2 1/2	9/10	if plate iron, breadth and thickness				
" depth and thickness of Floor Plate at mid line	13		5/16	12		9/10	Stern-post, if bar iron, moulding and thickness				
" depth and thickness of Floor Plate at Bilge Keelson	5		5/16			5/16	if plate iron, breadth and thickness				
" Size of Reversed Angle Iron, and No. 1 at top of Floor Plate	2 1/2	2 1/2	5/16	2 1/2	2 1/2	5/16	Keel, if bar iron, depth and thickness				
Frames, Size of Angle Iron, single or double	2 1/2	2 1/2	5/16	2 1/2	2 1/2	5/16	if plate iron, breadth and thickness				
" Reversed Iron, 1/2 to every frame	to the upper part of the bilge						Garboard Plates, Breadth and thickness				
Beams, Deck (No. 31) double Angle Iron, Plate, or Bulb Iron	5	3	5/16	5		5/16	From Garboard to upper part of Bilge				
" double or single Angle Iron, on edge							From upper part of Bilge to Sheerstrakes				
" average space between	3 feet 6			3 feet 6			Sheerstrakes, Breadth and thickness				
" if wood (No.) sided & moulded							Butt Straps to outside plating, Breadth and thickness				
" Hold, or Lower Deck (No.)							Planksheers				
" double Angle Iron, Plate, or Bulb Iron							Gunwale Plate or Stringer on ends of Up. Dk Beams				
" double or single Angle Iron on edge							Angle Iron on ditto				
" average space between							Diagonal Tie Plates on Beams				
" if wood (No.) sided & moulded							Waterway				
" Paddle, wood, sided and moulded, or if Iron, size of Plate							Deck				
" Engine							Ceiling in Hold				
Keelson, single plate, or intercostal							Ceiling betwixt Decks				
" Size of Plates	13		5/16	8		1/10	Beam Clamps or Spirketting				
" Size of Angle Irons	3	3	5/16	3	3	5/16	Shelf				
Ditto Bilge (No. 2)							Stringer Plates on ends of Hold or Lower Dk Beams				
Transoms, material	Iron Plate, if none, in what manner compensated for.						Ceiling between Decks				
Knight-heads, and Hawse Timbers	Iron Frames						Stringer or Tie Plates outside Hatchways				
The Frames or Ribs extend in one length from	middle line						Deck Beam Clamps or Spirketting				
The reverse angle irons on the floors extend in one length across the middle line from	upper part of Bilge to Ditto						Shelf				
" on the frames	from						Stringers in Hold				
Keelson, how are the various lengths of plates or angle irons connected?	by lining pieces						Deck, Lower				
Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets	(5/8 in.) diameter averaging (3 1/2 in.) from centre to centre of rivet.						Deck, Upper, how fastened to Beams				
" Edges from Garboards to upper part of bilge, worked carvel with a lining piece	(in.) thick, or clencher, double or single rivetted; rivets (7/8 in.) diameter, averaging (2 1/2 in.) from centre to centre of rivets.						Bulkheads, No. 1				
" Butts from Keel to turn of bilge, worked carvel with a lining piece	(5/16 in.) thick, double or single rivetted; rivets (7/8 in.) diameter, averaging (4 in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below?						Thickness of				
" Edges from bilge to sheerstrake, worked carvel with a lining piece	() thick, or clencher, double or single rivetted; rivets (7/8 in.) diameter, averaging (2 1/2 in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below?						how secured to the sides of the ship				
" Edge of Sheerstrake, double or single rivetted?	Should not						size of vertical angle iron and their distance apart				
" Butts from bilge to planksheers, worked carvel with a lining piece	(5/16 in.) thick, double or single rivetted; rivets (7/8 in.) diameter, averaging (2 1/2 in.) from centre to centre of rivets. Breadth of laps in double rivetting (5 in.) Breadth of laps in single rivetting (3 in.)										
Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted?	Should not										
Planksheer, how secured to the plating of the sides	Explain by sketch										
Waterway	planksheer and to the Beams						if necessary.				
Deck Beams, how secured to the side?	Welded houses rivetted to frames										
Hold or Lower Deck											
of breasthooks	Three crutches						how are pointers compensated?				
What description of iron is used for the angle iron and plate iron in the vessel?	Mild steel, 2 1/2 in. Builder's Signature										

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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? Yes

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 in corners of Butts

Her Masts, Yards, &c., are in Good condition, and sufficient in size and length.

She has **SAILS.**

N ^o .	
<u>a single</u>	Fore Sails,
<u>set of</u>	Fore Top Sails,
<u>Sails</u>	Fore Topmast Stay Sails,
	Main Sails,
	Main Top Sails,
and	

CABLES, &c.		Fathoms.	Inches.
Chain	<u>Tested to 10 tons</u>	<u>100</u>	<u>1</u>
<u>Hander Chain</u>	<u>Tested to 5 tons</u>	<u>60</u>	<u>5/8</u>
Hawser		<u>90</u>	<u>6</u>
Towlines		<u>90</u>	<u>1 1/2</u>
Warp			
All of <u>Good</u> quality.			

ANCHORS, and their weights.		N ^o .	Weight.
Bower,	<u>Testament Pt</u>	<u>2</u>	<u>29.0.15</u>
	<u>Tested to 10 tons</u>		
Stream,		<u>1</u>	<u>21.6</u>
Kedge,		<u>1</u>	<u>1.2.0</u>

Her Standing and Running Rigging Gal? Main? Mast? sufficient in size and Good in quality.

She has 16 ft 9 in Long Boat and 16 ft 9 in life boat.

The present state of the Windlass is new Capstan new and Rudder new Pumps new and efficient

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>Built under Special</u>
2nd.	On the plating during the progress of rivetting <u>Survey and seen on the following dates</u>
3rd.	When the beams were in and fastened, and before the decks were laid <u>28th Oct. 1863 Feb 2. 4. 25</u>
4th.	When the ship was complete, and before the plating was finally coated <u>Dec. 3. 10. 22. 1864 Jan 11. 21</u>
5th.	After the ship was launched <u>Feb 3. 9. 29. 31. Apr 12th</u>

This vessel is built agreeable to accompanying Indenture and as sanctioned by Committee's letter of the 21st Dec. 1863. A Bulb stem 6 1/4 added to Bulb Keelsons extending as far forward and aft as practicable

In what manner are the surfaces preserved from oxidation? Red lead and Portland Cement

I am of opinion this Vessel should be classed A

The amount of the Fee £ 2 : : is received by me,

Special £ 9 : 4 : :

Certificate (if required) £ none :

Committee's Minute 19th April 1864

Character assigned A 1

A. S. Darling

This Steam Steamer appraisible for 2014 and such arrangements made by Committee's Decision

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