

3545

## IRON SHIPS.

Request for S.S. No. 306

No. 2165 Survey held at Glasgow  
in the Ship City of FochowDate April 201874Master W. Connell

Tonnage Gross

Engine Room

Register

104.29

Built at

GlasgowWhen Built 1864 Launched 24 March 1864 By whom built Messrs Barclay Curle & CoOwners G. Smith & Co Port belonging to Glasgow Destined Voyage Slyde to BombaySurveyed Afloat or in Dry Dock whilst building and 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.
<u>213.4</u>			<u>32.5</u>			<u>21.4</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. at bottom of Floor Plate	<u>5</u>	<u>3</u>	<u>9</u>	<u>5</u>	<u>3</u>	<u>9</u>	<u>5</u>	<u>3</u>	<u>9</u>	<u>5</u>
depth and thickness of Floor Plate at mid line	<u>24</u>	<u>10</u>	<u>22</u>	<u>10</u>	<u>24</u>	<u>10</u>	<u>22</u>	<u>10</u>	<u>24</u>	<u>10</u>
depth and thickness of Floor Plate at Bilge Keelson	<u>10</u>	<u>10</u>	<u>10</u>	<u>10</u>	<u>10</u>	<u>10</u>	<u>10</u>	<u>10</u>	<u>10</u>	<u>10</u>
Size of Reversed Angle Iron, and No. at top of Floor Plate	<u>3</u>	<u>3</u>	<u>9</u>	<u>3</u>	<u>3</u>	<u>9</u>	<u>3</u>	<u>3</u>	<u>9</u>	<u>3</u>
Frames, Size of Angle Iron, single or double	<u>5</u>	<u>3</u>	<u>9</u>	<u>5</u>	<u>3</u>	<u>9</u>	<u>5</u>	<u>3</u>	<u>9</u>	<u>5</u>
Reversed Iron, if to every frame	<u>to the upper part of</u>									
No. of every frame	<u>to the Gunwale</u>									
Beams, Deck (No. 56) Double Angle Iron, Plate, or Bulb Iron	<u>0</u>	<u>10</u>	<u>0</u>	<u>10</u>	<u>0</u>	<u>10</u>	<u>0</u>	<u>10</u>	<u>0</u>	<u>10</u>
double or single Angle Iron, on upper edge	<u>3</u>	<u>3</u>	<u>7</u>	<u>3</u>	<u>3</u>	<u>7</u>	<u>3</u>	<u>3</u>	<u>7</u>	<u>3</u>
average space between	<u>3</u>	<u>6</u>	<u>3</u>	<u>6</u>	<u>3</u>	<u>6</u>	<u>3</u>	<u>6</u>	<u>3</u>	<u>6</u>
if wood (No. ) sided & moulded										
Hold, or Lower Deck (No. 52) Double Angle Iron, Plate, or Bulb Iron	<u>0</u>	<u>10</u>	<u>0</u>	<u>10</u>	<u>0</u>	<u>10</u>	<u>0</u>	<u>10</u>	<u>0</u>	<u>10</u>
double or single Angle Iron on upper edge	<u>3</u>	<u>3</u>	<u>7</u>	<u>3</u>	<u>3</u>	<u>7</u>	<u>3</u>	<u>3</u>	<u>7</u>	<u>3</u>
average space between	<u>3</u>	<u>6</u>	<u>3</u>	<u>6</u>	<u>3</u>	<u>6</u>	<u>3</u>	<u>6</u>	<u>3</u>	<u>6</u>
if wood (No. ) sided & moulded										
Paddle, wood, sided and moulded, or if Iron, size of Plate										
Engine	<u>Bulb</u>	<u>hull</u>	<u>hull</u>	<u>hull</u>	<u>hull</u>	<u>hull</u>	<u>hull</u>	<u>hull</u>	<u>hull</u>	<u>hull</u>
Keelson, single plate, box, or intercostal	<u>24</u>	<u>10</u>	<u>20</u>	<u>10</u>	<u>24</u>	<u>10</u>	<u>20</u>	<u>10</u>	<u>24</u>	<u>10</u>
Size of Plates	<u>5</u>	<u>4</u>	<u>9</u>	<u>5</u>	<u>4</u>	<u>9</u>	<u>5</u>	<u>4</u>	<u>9</u>	<u>5</u>
Size of Angle Irons	<u>5</u>	<u>4</u>	<u>9</u>	<u>5</u>	<u>4</u>	<u>9</u>	<u>5</u>	<u>4</u>	<u>9</u>	<u>5</u>
Plating Bilge (No. 50)	<u>5</u>	<u>4</u>	<u>9</u>	<u>5</u>	<u>4</u>	<u>9</u>	<u>5</u>	<u>4</u>	<u>9</u>	<u>5</u>

Transoms, material Iron Plate if none, in what manner compensated for.Knight-heads, and Hawse Timbers Iron FramesThe Frames or Ribs extend in one length from Middle Line to Gunwale rivetted through plates with ( 1/2 in.) rivets, about ( 6 ) apart.The reverse angle irons on the floors extend in one length across the middle line from upper part of Hold Beams to Platingon the frames, from middle line to GunwaleKeelson, how are the various lengths of plates or angle irons connected? by lap jointPlates, Garboard, double or single rivetted to keel & at upper edge, with rivets ( 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 clench, double or single rivetted; rivets ( 1/2 in.) diameter, averaging ( 3 1/2 in.) from centre to centre of rivets.Butts from Keel to turn of bilge, worked carvel with a lining piece 1/2 in. thick, double or single rivetted; rivets ( 1/2 in.) diameter, averaging ( 3 1/2 in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? NoEdges from bilge to sheerstrake, worked carvel with a lining piece ( ) thick, or clench, double or single rivetted; rivets ( 1/2 in.) diameter, averaging ( 3 1/2 in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? NoEdge of Sheerstrake, double or single rivetted? SheerstrakeButts from bilge to planksheers, worked carvel with a lining piece 1/2 in. thick, double or single rivetted; rivets ( 1/2 in.) diameter, averaging ( 3 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? double

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 hull rivetted to frames

Hold or Lower Deck

PlatingPlating

Middle

of breasthooks

FourFourFourFourFourFourFourFourFourFourFourFourFourhow are pointers compensated? all stringers run through

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

Plating

Builder's Signature

Messrs Barclay Curle & CoBarclay Curle & Co

1020437-0216



3545 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? 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 cases of Butts

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.
<u>A Double</u> <u>Suit of</u> <u>Sails</u> and	Fore Sails,	<u>Tested to 55 1/2 Tons</u>			<u>Tested to 20 Tons</u>
	Fore Top Sails,	Chain .....	300	1 1/2	Bower, .....
	Fore Topmast Stay Sails,	Hempen Stream Cable .....	90	10	<u>Compensator Iron Hooked</u>
	Main Sails,	Hawser <u>Chain</u> .....	80	1 1/2	<u>Tested to 2 1/2 Tons</u>
	Main Top Sails,	Towlines .....	90	8	<u>Tested to 2 1/2 Tons</u>
		Warp .....	90	5 1/2	<u>Tested to 2 1/2 Tons</u>
		All of <u>Good</u> quality.			Kedge, <u>Tested to 2 1/2 Tons</u>

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

She has Two Long Boat and Two Jolly Boat and Two Gig  
 The present state of the Windlass is Two Capstan Two and Rudder Two Pumps Two 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 Built under Special  
 2nd. On the plating during the progress of rivetting Survey and seen on the following dates  
 3rd. When the beams were in and fastened, and before the decks were laid Feb 13 21 24. Oct 15. 18. 24  
 4th. When the ship was complete, and before the plating was finally coated Jan 8. 13. 16. 22. 28. 30. Feb 4. 8. 10  
 5th. After the ship was launched 19. 22. 26 March. 1. 8. 9. 12. 17. 26. 29. Apr 1. 4. 20. 1864

This vessel has been built agreeable to the 900 Ton Scale for the A Class in conformity with the Committee's instructions of the 3<sup>rd</sup> Jan<sup>r</sup> 1863. The extra Nelson recommended by the Committee in their letter of the 10<sup>th</sup> inst as compensation for the Intermediate Intercostal Nelson required for vessels of a 1000 Tons and upwards has not been fitted in consequence of the vessel being nearly loaded at the time of receiving the Committee's instructions, but the Builders guaranteed to fit the same immediately upon the return of the vessel should the Committee be pleased to grant the Class on those conditions, which I beg to refer for the Committee's consideration.

The Garboard Strakes are a 1/2 heavier than required by the Rule and the vessel is fitted with four extra Bulthead  
 In what manner are the surfaces preserved from oxidation? Plat of Bottom with Portland Cement, red lead and Patent Paint

I am of opinion this Vessel should be classed A 1  
 The amount of the Fee .....£ 5: - - is received by me,  
AMM Special .....£ 51: 14 -  
 Certificate (if required) .....£ Party:

Committee's Minute 22<sup>nd</sup> April 1864  
 Character assigned A 1

A. D. Carlisle  
 With the assent of the Council of the Institution  
 is built agreeable to the  
 Foundation