

3545

IRON SHIPS.

Request for S.S. No. 306

Per 21/4/64

No. 2165 Survey held at Glasgow Date April 20 1874

in the Ship City of Fochow Master W. Connell

Tonnage Gross Engine Room Register 104.29 Built at Glasgow

When Built 1864 Launched 24 March 1864 By whom built Messrs Barclay Curle & Co

Owners G. Smith & Co Port belonging to Glasgow Destined Voyage Clyde to Bombay

Surveyed 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.
Length aloft	213.4	Extreme Breadth	32.5	Depth from top of Upper Deck Beam to top of Floor	21.4	Power of Engines	
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	Inches in Ships. 21	Inches required per Rule. 21		Stem, if bar iron, moulding and thickness	12	16ths required per Rule. 20 1/2	16ths required per Rule. 3
Floors, Size of Angle Iron, and No. at bottom of Floor Plate	Inches in Ship. 5	Inches in Ship. 3	16ths required per Rule. 9 1/2	Stem, if plate iron, breadth and thickness	12	16ths required per Rule. 20 1/2	16ths required per Rule. 3
depth and thickness of Floor Plate at mid line	24	10	10 1/2	Keel, if bar iron, depth and thickness	12	16ths required per Rule. 20 1/2	16ths required per Rule. 3
depth and thickness of Floor Plate at Bilge Keelson	10	10	10	Keel, if plate iron, breadth and thickness			
Size of Reversed Angle Iron, and No. at top of Floor Plate	3	3	9 1/2	Garboard Plates, Breadth and thickness	3 1/2		15
Frames, Size of Angle Iron, single or double	5	3	9 1/2	From Garboard to upper part of Bilge	12		12
Reversed Iron, if to every frame	to the upper part of			From upper part of Bilge to Sheerstrakes	10		18
No. B.S. or every Star frame	to the Gunwale			Sheerstrakes, Breadth and thickness	12		12
Beams, Deck (No. 56) Double Angle Iron, Plate, or Bulb Iron	0	0	0	Butt Straps to outside plating, Breadth and thickness	10	12	12
double or single Angle Iron, on upper edge	3	3	7 1/2	Planksheers	Lean		4
average space between	3 feet 6	3 feet 6	0	Gunwale Plate or Stringer on ends of Up. Dk Beams	30	12	12
if wood (No.) sided & moulded				Angle Iron on ditto	5	4 1/2	5
Hold, or Lower Deck (No. 52) Double Angle Iron, Plate, or Bulb Iron	0	0	0	Diagonal Tie Plates on Beams	12	12	10
double or single Angle Iron, on upper edge	3	3	7 1/2	Waterway	Lean		10
average space between	3 feet 6	3 feet 6	0	Deck	Yellow Pine	3 1/2	14
if wood (No.) sided & moulded				Ceiling in Hold	Red Pine	3 1/2	
Paddle, wood, sided and moulded, or if Iron, size of Plate				Ceiling betwixt Decks	Battened		
Engine				Beam Clamps or Spirketting			
Keelson, single plate, box, or intercostal	2 1/2	12	20 1/2	Shelf			
Size of Plates	5	4 1/2	9 1/2	Stringer Plates on ends of Hold or Lower Dk Beams	22	12	20 1/2
Size of Angle Irons	5	4 1/2	9 1/2	Ceiling between Decks	Battened		
Ditto Bilge (No.)	5	4 1/2	9 1/2	Stringer or Tie Plates outside Hatchways	12	12	10
				Deck Beam Clamps or Spirketting			
				Shelf			
				Stringers in Hold	5	4 1/2	5
				Deck, Lower	Spruce	3	4 1/2
				Deck, Upper, how fastened to Beams	handed screws	9 1/2	
				Bulkheads, No. Low			

Transoms, material Iron Plate if none, in what manner compensated for. how secured to the sides of the ship riveted between ribs

Knight-heads, and Hawse Timbers Iron Frames size of vertical angle iron and their distance apart 3 x 3 x 9 30 in

The Frames or Ribs extend in one length from middle line to gunwale rivetted through plates with (7/8 in.) rivets, about (6 in.) apart.

The reverse angle irons on the floors extend in one length across the middle line from upper part of Hold Beams to Ditch

Keelson, how are the various lengths of plates or angle irons connected? by lap joint pieces

Plates, Garboard, double or single 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 (2 in.) thick, or clencher, double or single rivetted; rivets (1 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 1/2 in. thick, double or single rivetted; rivets (1 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? Yes

Edges from bilge to sheerstrake, worked carvel with a lining piece () thick, or clencher, double or single rivetted; rivets (7/8 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? No

Edge of Sheerstrake, double or single rivetted? Sheerstrake

Butts from bilge to planksheers, worked carvel with a lining piece 1 1/2 in. thick, double or single rivetted; rivets (7/8 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 Screw bolts and nuts

Waterway " " planksheer and to the Beams if necessary

Deck Beams, how secured to the side? Welded to ribs rivetted to Frames

Hold or Lower Deck " Ditto

Middle " Ditto

of breasthooks Low crutches Low how are pointers compensated? all stringers run through

What description of iron is used for the angle iron and plate iron in the vessel? Parkhead Builder's Signature Barclay Curle & Co

1920-4370216

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 corners 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 ^o .			Fathoms.	Inches.	N ^o .	Weight.
A Double suit of Sails	Fore Sails,	Tested to 550 Tons			Tested to 20 Tons	33.00
	Fore Top Sails,	Chain	300	1 3/4	Bower,	2 33.00
	Fore Topmast Stay Sails,	Hempen Stream Cable	90	10	Swampen Iron Stocked	1 29.00
	Main Sails,	Hawser Chain. T. to 2000	60	1 1/2	Swampen Patent	1 10.00
	Main Top Sails,	Towlines	90	8	Tested to 2 1/2 Tons	1 10.00
and	Warp	90	5 1/2	Swampen Patent	2 15.00	
	All of <u>Good</u> quality.				Kedge, <u>Swampen Patent</u>	2 3.00

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

She has Two Long Boat and Two Jolly Boat and Two Gigs
 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. Dec 10. 13. 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. 11. 17. 24. 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 3rd Jan: 1863. The extra Nelson recommended by the Committee in their letter of the 10th 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 22nd April 1864

Character assigned A 1

A. Darling
 With the assent of the Council of the Institution of Naval Architects
 is built according to the Rules of the Institution
 London 1864

