

IRON SHIPS.

Request for S.S. No. 304

No. 2188 Survey held at Penfren Date 30th May 1864
 on the S.S. Madras Master A. Bowers
 Tonnage Gross 679.84 Engine Room 134.53 Register 545.31 Built at Penfren
 When Built 1864 Launched 4th May By whom built H. Simons & Co
 Owners British India Port belonging to Glasgow Destined Voyage India
 Surveyed Afloat or in Dry Dock While building

Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth from top of Upper Deck	Feet.	Inches.	Beam to top of Floor	Feet.	Inches.	Power of Engines	Horse.
226.2			28.3				15.4					125	
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	18		18										
Floors, Size of Angle Iron, and No. / at bottom of Floor Plate	4	3	1/2	4	3	1/2							
depth and thickness of Floor Plate at mid line	15	5	9/16	15	5	9/16							
depth and thickness of Floor Plate at Bilge Keelson	4	3	9/16	4	3	9/16							
Size of Reversed Angle Iron, and No. / at top of Floor Plate	3	3	1/2	3	2	3/4							
Frames, Size of Angle Iron, single or double	4	3	1/2	4	3	1/2							
Reversed Iron, 1/2 to every frame	10 above turn of bilge												
or every alternate frame	10 Gunwale												
Beams, Deck (No. 59) double Angle Iron, Plate, or Bulb Iron	4	3	1/2	4	3	1/2							
double or single Angle Iron, on upper edge	3	3	1/2	3	2	3/4							
average space between	3 feet		3 feet										
if wood (No.) sided & moulded													
Hold, or Lower Deck (No. 24) double Angle Iron, Plate, or Bulb Iron	4	3	1/2	4	3	1/2							
double or single Angle Iron, on upper edge	3	3	1/2	3	2	3/4							
average space between	3 feet		6 feet		3 feet 6 inches								
if wood (No.) sided & moulded													
Paddle, wood, sided and moulded, or if Iron, size of Plate													
Engine													
Keelson, single plate, box, or intercostal	10	5	5/8	10	5	5/8							
Size of Plates	4	2	3/2	4	2	3/2							
Size of Angle Irons	4	2	3/2	4	2	3/2							
Ditto Bilge (No. 2) Bulb iron	4	2	3/2	4	2	3/2							
Transoms, material <u>iron</u> or, if none, in what manner compensated for.													
Knight-heads, and Hawse Timbers <u>iron plate frame</u>													
The Frames or Ribs extend in one length from <u>Keel</u> to <u>Gunwale</u> rivetted through plates with (3/4 in.) rivets, about (4 1/2) apart.													
The reverse angle irons on the floors extend in one length across the middle line from <u>above bilge</u> to <u>Ditto</u>													
on the frames, from <u>Middle line</u> to <u>Gunwale</u>													
Keelson, how are the various lengths of plates or angle irons connected? <u>By butt covers</u>													
Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets (3/4 in.) diameter averaging (3 1/2 in.) from centre to centre of rivet.													
Edges from Garboards to upper part of bilge, worked <u>carvel</u> with a lining piece (1/2 in.) thick, or clencher, double or single rivetted; rivets (3/4 in.) diameter, averaging (3 in.) from centre to centre of rivets.													
Butts from Keel to turn of bilge, worked <u>carvel</u> with a lining piece (1/2 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? <u>No</u>													
Edges from bilge to sheerstrake, worked <u>carvel</u> with a lining piece (1/2 in.) thick, or clencher, 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? <u>No</u>													
Edge of Sheerstrake, double or single rivetted? <u>Double</u>													
Butts from bilge to planksheers, worked <u>carvel</u> with a lining piece (1/2 in.) thick, double or single rivetted; rivets (3/4 in.) diameter averaging (3 in.) from centre to centre of rivets. Breadth of laps in double rivetting (5 dia) Breadth of laps in single rivetting (3 dia)													
Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted?													
Planksheer, how secured to the plating of the sides													
Waterway, planksheer and to the Beams													
Deck Beams, how secured to the side? <u>Welded pieces rivetted to frames</u>													
Hold or Lower Deck, ditto													
Paddle, ditto													
No. of breasthooks <u>4</u> crutches <u>4</u> how are pointers compensated? <u>All stringers run through</u>													
What description of iron is used for the angle iron and plate iron in the vessel? <u>Blackburn</u>													

Builder's Signature
Wm Simons & Co

IRON 437A - 0037

3607 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.

	No.	Fathoms.	Inches.	No.	Weight.
Fore Sails,				Bower, <u>Sealed to 194</u>	<u>19.1.7</u>
Fore Top Sails,				<u>Shotman's Patent</u>	<u>19.0.18</u>
Fore Topmast Stay Sails,					<u>19.0.0</u>
Main Sails,				Stream, ...	<u>6.1.20</u>
Main Top Sails,					
Chain ... <u>Sealed to 34</u>		<u>270</u>	<u>13</u>		
<u>Keopen</u> Stream Cable <u>Close</u>		<u>90</u>	<u>8</u>		
Hawser		<u>90</u>	<u>9</u>		
Towlines		<u>90</u>	<u>4</u>		
Warp		<u>90</u>	<u>16</u>		
All of <u>good</u> quality.		<u>90</u>	<u>52</u>		
				Kedge, ...	<u>5.12.0.21</u>
					<u>4.1.2.7</u>

Her Standing and Running Rigging Gal. min + hemp sufficient in size and good in quality.

She has no Long Boat and no others

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

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
 - 2nd. On the plating during the progress of rivetting Special Survey between
 - 3rd. When the beams were in and fastened, and before the decks were laid 19th Oct. 1863 and
 - 4th. When the ship was complete, and before the plating was finally coated 30th May 1864
 - 5th. After the ship was launched

The sheerstrake extends 12" above the gunwale and 38" wide, is increased to 10" in thickness, and has a doubling plate 13" x 1/16" for three fourths the length amidships; the stringer plate on the ends of beams is increased in width 10" and for half the length amidships is increased in thickness 2"; and a bulk plate 4" x 1/16" is fitted at the lower bilge keelson for half the length of the ship amidships.

The vessel is brig rigged and has a full poop and forecabin.

In what manner are the surfaces preserved from oxidation? Red lead + patent paint.

I am of opinion this Vessel should be classed Q.S.T. 1

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

Special£ 34

Certificate (if required)£ 10

Committee's Minute 4th June 1864

Character assigned A 1 for 9 years

I concur in the above recommendation

4 June 1864

Lloyd's Register Foundation