

# IRON SHIPS.

Agreement for S.S. No. 319  
 No. 2207 Survey held at Glasgow Date July 13<sup>th</sup> 1864  
 on the Ship County of Renfrew Master H. Jenkins  
 Tonnage Gross 709.31 Engine Room — Register — Built at Glasgow  
 When Built 1864 Launched 23<sup>rd</sup> June 1864 By whom built C. Cammell & Co  
 Owners C. J. Brad Port belonging to Glasgow Destined Voyage Sourabaya  
 If Surveyed Afloat or in Dry Dock whilst 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.
Length aloft	76	0	30			19	6						
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	21		21										
Floors, Size of Angle Iron, and No. at bottom of Floor Plate	4	3	10	4	3	10							
depth and thickness of Floor Plate at mid line	1		10	19		9							
depth and thickness of Floor Plate at Bilge Keelson	1		10			9							
Size of Reversed Angle Iron, and No. at top of Floor Plate	3	3	10	3	2	10							
Frames, Size of Angle Iron, single or double, to every frame	4	3	10	4	3	10							
Reversed Iron, to every frame	1		10			9							
Beams, Deck (No. 15) double angle iron, Plate, or Bulb Iron	1		10	1		10							
double or single Angle Iron, on upper edge	2	2	10	2	2	10							
average space between	3	feet	0	3	feet	0							
if wood (No. ) sided & moulded													
Hold, or Lower Deck (No. 15) double angle iron, Plate, or Bulb Iron	1		10	1		10							
double or single Angle Iron, on upper edge	3	2	10	2	2	10							
average space between	3	feet	0	3	feet	0							
if wood (No. ) sided & moulded													
Paddle, wood, sided and moulded, or if Iron, size of Plate													
Engine													
Keelson, single plate, box, or intercostal	1		10	1		10							
Size of Plates	1	3	10	1	3	10							
Size of Angle Irons	1	3	10	1	3	10							
Ditto Bilge (No. 100)													
Transoms, material	1		10	1		10							
Knights-heads, and Hawse Timbers	1		10	1		10							
The Frames or Ribs extend in one length from	1		10	1		10							
The reverse angle irons on the floors extend in one length across the middle line from	1		10	1		10							
Keelson, how are the various lengths of plates or angle irons connected?	1		10	1		10							
Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets	1		10	1		10							
Edges from Garboards to upper part of bilge, worked	1		10	1		10							
Butts from Keel to turn of bilge, worked carvel with a lining piece	1		10	1		10							
Edges from bilge to sheerstrake, worked	1		10	1		10							
Edge of Sheerstrake, double or single rivetted?	1		10	1		10							
Butts from bilge to planksheers, worked carvel with a lining piece	1		10	1		10							
Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted?	1		10	1		10							
Planksheer, how secured to the plating of the sides	1		10	1		10							
Waterway	1		10	1		10							
Deck Beams, how secured to the side	1		10	1		10							
Hold or Lower Deck	1		10	1		10							
Paddle	1		10	1		10							
No. of breasthooks	1		10	1		10							
What description of iron is used for the angle iron and plate iron in the vessel?	1		10	1		10							



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 of *Iron* 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.
<i>A Double Sail of Sails</i>	Fore Sails,	<i>Tested to 14 Tons</i>		<i>Tested to 23½ Tons</i>	
	Fore Top Sails,	Chain	2 1/2	Bower,	3 270.0
	Fore Topmast Stay Sails,	Hempen Stream Cable	90 9	<i>Butmans Patent</i>	23.10
	Main Sails,	Hawser <i>Chain to 18 Tons</i>	1 1/2	Stream, <i>Ditto</i>	1 72.0
	Main Top Sails,	Towlines	90 10	Kedge, <i>Ditto</i>	2 40.0
and		Warp	90 7	<i>Anchors and Chains tested 2.30</i>	
		All of <i>Good</i> quality.		<i>and supplied on the 10<sup>th</sup> June 1864</i>	
Her Standing and Running Rigging <i>Good? Hemp</i> sufficient in size and <i>Good</i> in quality.					
She has <i>One</i> Long Boat and <i>two others</i>					
The present state of the Windlass is <i>new</i> Capstan <i>new</i> and Rudder <i>new</i> Pumps <i>new and efficient</i>					

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 survey and seen on the following dates*  
2nd. On the plating during the progress of rivetting *Dec 18 (1863) Jan 8, 13, 22, Feb 2,*  
3rd. When the beams were in and fastened, and before the decks were laid *4, 8, 10, 12, 19, 22, 26 March 4, 9, 12*  
4th. When the ship was complete, and before the plating was finally coated *17, 26, 29, 30 April 6, 8, 18, 21, 26, 30 May 4, 9, 13, 17, 23, 27,*  
5th. After the ship was launched *June 3, 7, 9, 13, 20, 22, 23 July 1, 13. (1864)*

*Built Straps to Gunwale Plate are Treble Rivetted. Butts Straps to Sheerstrake are extended over two frames and Treble Rivetted. Butts Straps to outside plating increased to 10 lbs in width and Chain Rivetted, fitted with a Wash Plate midway between Middle line and Ridge Keelson.*

*The Gross Tonnage of the vessel is as follows, viz. 677.89 Plunder Deck, 29.46 Raised Quarter Deck, 1.96 Store Room. which causes the outside plating to be thin as compared with the Rules; enclosed is a letter from the Builders respecting the same and beg to leave the classing for the favourable consideration of the Committee*

In what manner are the surfaces preserved from oxidation? *Flat of Bottom with Portland Cement*

*new with 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,

*July HMC* Special .....£ 35 : 9 : :

Certificate (if required) .....£ *Committee* :

Committee's Minute *19<sup>th</sup> July* 18 *64*

Character assigned *A*

*MT*

*The Committee having ruled in a former similar case that the tonnage represented in such books from the line of the main gunwale up should be deducted from the Gross tonnage this vessel is eligible to be compared with 6 to 700 ton vessels for the purpose of the Chain Cable rule.*