

# IRON SHIPS.

No. 3671 Survey held at London Date July 4<sup>th</sup> 18 64  
 on the Sailing "Michael Scott" Master D. W. Padley  
 Tonnage Gross 1197 <sup>61</sup>/<sub>100</sub> Engine Room ✓ Register ✓ Built at Greenwich  
 When Built 1864 Launched 12<sup>th</sup> April 1864 By whom built D. & G. Rennie  
 Owners Finlay & Co Port belonging to London Destined Voyage Bombay  
 If Surveyed Afloat or in Dock While building & afloat

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.
206	6		34	0		22	6	10					
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	Inches in Ship.	Inches required per Rule.	16ths required per Rule.	Inches in Ship.	Inches required per Rule.	16ths required per Rule.	Inches in Ship.	16ths required per Rule.	Inches required per Rule.	16ths required per Rule.			
Floors, Size of Angle Iron, and No. 1 at bottom of Floor Plate	5	3	9/16	5	3	9/16							
depth and thickness of Floor Plate at mid line	23	11/16		23	10/16								
depth and thickness of Floor Plate at Bilge Keelson	18	11/16		5	10/16								
Size of Reversed Angle Iron, and No. 1 at top of Floor Plate	3 1/2	3	9/16	3 1/2	3	9/16							
Frames, Size of Angle Iron, single or double	5	3	9/16	5	3	9/16							
Reversed Iron, if to every frame	3 1/2	3	9/16	3 1/2	3	9/16							
or every other frame	3 1/2	3	9/16	3 1/2	3	9/16							
Beams, Deck (No. 62) double Angle Iron, Plate, or Bulb Iron	8 1/2	9/16		8 1/2	9/16								
double or single Angle Iron, on upper edge	3	3	7/16	3	3	7/16							
average space between	3ft 4"			3ft 4"									
if wood (No. 64) sided & moulded													
Hold, or Lower Deck (No. 60) double Angle Iron, Plate, or Bulb Iron	8 1/2	9/16		8 1/2	9/16								
double or single Angle Iron, on upper edge	3	3	7/16	3	3	7/16							
average space between	3ft 4"			3ft 4"									
if wood (No. 64) sided & moulded													
Paddle, wood, sided and moulded, or if Iron, size of Plate													
Engine													
Keelson, single plate, or intercostal plates 18 x 11/16 each with angle iron 5 x 4 1/2 x 9/16 see sketch accompanying													
Size of Plates													
Size of Angle Irons	5 x 4 1/2 x 9/16			5 x 4 1/2 x 9/16									
Ditto Bilge (No. 2) Double angle iron 5 x 4 1/2 x 9/16 also an intercostal on each side with angle iron 5 x 4 1/2 x 9/16													
Transoms, material Iron or, if none, in what manner compensated for.													
Knight-heads, and Hawse Timbers													

The Frames or Ribs extend in one length from Keel to gunwale rivetted through plates with ( 7/8 in.) rivets, about ( 7 ) apart.  
 The reverse angle irons on the floors extend in one length across the middle line from Upper decks to Upper decks  
 " " " on the frames " " " from Lower deck to Lower deck  
 Keelson, how are the various lengths of plates or angle irons connected? Slipped  
 Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets ( 1 1/8 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 ( 1/16 ) thick, or clench, double or single rivetted; rivets ( 7/16 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 ( 3/16 ) thick, double or single rivetted; rivets ( 7/16 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 ( 1/16 ) thick, or clench, double or single rivetted; rivets ( 7/16 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?  
 Butts from bilge to planksheers, worked carvel with a lining piece ( 1/16 ) thick, double or single rivetted; rivets ( 7/16 in.) diameter averaging ( 3 1/2 in.) from centre to centre of rivets. Breadth of laps in double rivetting ( 5 ) Breadth of laps in single rivetting ( 5 )  
 Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted?  
 Planksheer, how secured to the plating of the sides Explain by sketch  
 Waterway " " planksheer and to the Beams if necessary. gutter  
 Deck Beams, how secured to the side? With welded knees rivetted to Ribs  
 Hold or Lower Deck " do do do do do  
 Paddle " do do do do do  
 No. of breasthooks 5 crutches 5 how are pointers compensated? With plate & angle iron  
 What description of iron is used for the angle iron and plate iron in the vessel? Wardale & Consett Builder's Signature James Rae for D. & G. Rennie  
 Consett & Wardale



3671 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? Long lengths  
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? Some few

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.	
2 butts and	Fore Sails,	Chain <sup>Iron</sup> <del>to strain of 55 1/2 at.</del> <u>Lloyds proving house</u>	300	1 1/4	Prof. <u>49. 0. 2</u> Bower, ..... <u>55. 7. 0</u> <u>32. 18. -</u>	3 { 44-2 39-1 35-3
	Fore Top Sails,	Hempen Stream Cable .....	90	10 1/2		
	Fore Topmast Stay Sails,	Hawser <u>Chain</u> .....	90	1"	Stream, .....	1 12.0.
	Main Sails,	Towlines .....	90	9"		
	Main Top Sails,	Warp .....	90	7 1/2	Kedge,.....	2 4. 2.2
		All of <u>good</u> quality.	90	6"		

Her Standing and Running Rigging are sufficient in size and good in quality.

She has one Long Boat and five others

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

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 At various times while building & fitting under special survey  
2nd. On the plating during the progress of rivetting from Feb 15<sup>th</sup> to July 15<sup>th</sup>  
3rd. When the beams were in and fastened, and before the decks were laid  
4th. When the ship was complete, and before the plating was finally coated  
5th. After the ship was launched

As will be seen by the accompanying sketch an extra Bilge Keelson is fitted on each side and that the middle line keelson is much in excess of the requirements of the Rules; also that the depth of Sheerstrake is 4 ft 6 in in two breadths of plates which are worked carvel and for 100 feet of the midship length are treble rivetted; the floors are also carried to a greater height than required by Rules and a lower deck spunketting plate is fitted 16" x 1/2.

In what manner are the surfaces preserved from oxidation? With Red lead & Linseed Oil

I am of opinion this Vessel should be classed A1

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

Special .....£ 59 : 18 : -

Certificate (if required) .....£ : : -

Committee's Minute 22 July 1884

Character assigned A1  
(A x C P)

John Maxwell  
John W. Brown

22/7/04  
This Iron Sailing Ship appeared eligible for Classification & recommended by Lloyd's Register Foundation