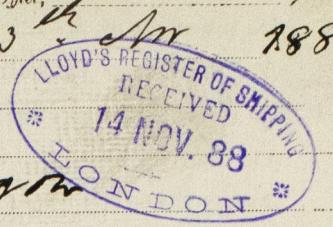


Original class A 1
IRON SHIP.

No. 3708 Survey held at Middlesbrough Date, First Survey 9th Nov Last Survey 13th Apr 1888
On the Screw Steamer "Clutha" 3 Mast Sloop Rig



TONNAGE under Tonnage Deck
Ditto of Third, Spar, or Awning Deck.
Ditto of Poop, or Raised Qr. Dk.
Ditto of Houses on Deck
Ditto of Forecastle
Gross Tonnage
Less Crew Space
Less Engine Room
Register Tonnage as cut on Beam

ONE OR TWO DECKED, THREE DECKED VESSEL,
SPAR, OR AWNING DECKED VESSEL.
Half Breadth (moulded) 13.66
Depth from upper part of Keel to top of Upper Deck Beams 16.66
Girth of Half Midship Frame (as per Rule) 26.5
1st Number 5682
1st Number, if 3 Decked Vessel deduct 7 feet
Length 188.33
2nd Number 10709
Proportions— Breadths to Length 6.85
Depths to Length—Upper Deck to Keel 11.3
Main Deck ditto

Muster
Built at Glasgow
When built 1864 Launched
By whom built Barclay Curle & Co
Owners E. W. Harkness
Residence
Port belonging to
Destined Voyage
If Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule	Feet.	Inches.	BREADTH—Moulded	Feet.	Inches.	DEPTH top of Floors to Upper Deck Beams Do. do. Main Deck Beams	Feet.	Inches.	Power of Engines	Horse.	Nº. of Decks with flat laid	Nº. of Tiers of Beams
Dimensions of Ship per Register, length,			breadth,			depth,						
KEEL, depth and thickness	7	2 1/2				7 1/2	2 1/4					
STEM, moulding and thickness	7	2 1/2				7	2 1/4					
STERN-POST for Rudder do. do.	7 1/4	5				7	4 1/2					
" " for Propeller	7 1/4	5				7	4 1/2					
Distance of Frames from moulding edge to moulding edge, all fore and aft	18	21				22						
Double Frames under Engines & Floors 28" deep	4	4	8	3 1/2	3	6						
FRAMES, Angle Iron, for 2/3 length amidships	4	3	7	3 1/2	3	5						
Do. for 1/3 at each end	3	3	6	3	2 1/2	5						
REVERSED FRAMES, Angle Iron	18	8	16	7		6						
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships			7			6						
" thickness at the ends of vessel	10		8									
" depth at 3/4 the half-bdth. as per Rule	36		32									
" height extended at the Bilges												
BEAMS, Upper, Spar, or Awning Deck	7 1/2		8	6 1/2		6						
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	2 1/2	2 1/2	6	2 1/2	2 1/2	6						
Single or double Angle Iron on Upper edge				44								
Average space. As alternat. frames												
BEAMS, Main, or Middle Deck												
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron												
Single, or double Angle Iron, on Upper Edge												
Average space.												
BEAMS, Lower Deck												
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron												
Single or double Angle Iron on Upper Edge												
Average space.												
BEAMS, Hold, or Orlop	7 1/2		8	7 1/2		7						
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	2 1/2	2 1/2	6	3	3	7						
Single or double Angle Iron on Upper Edge												
Average space. As per profile												
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates			8			7						
" Rider Plate 4 1/2 inches deep												
" Bulb Plate to Intercoastal Keelson	7 1/2		8	7 1/2		7						
" Angle Irons	4	4	8	4 1/2	3	7						
" Double Angle Iron Side Keelson	4	4	8	4 1/2	3	7						
" Side Intercoastal Plate	7 1/2		8									
" do. Angle Irons												
" Attached to outside plating with angle iron												
BILGE Angle Irons	4	4	8	4 1/2	3	7						
" do. Bulb Iron												
" do. Intercoastal plates riveted to plating for length												
BILGE STRINGER Angle Irons												
Intercoastal plates riveted to plating for length												
SIDE STRINGER Angle Irons												

The FRAMES extend in one length from Keel to Gunwale
The REVERSED ANGLE IRONS on floors and frames extend from middle line to Hold Beam Stringer and to Gunwale alternately
KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? Yes And butts properly shifted? Yes
PLATING. Garboard, double riveted to Keel, with rivets 1 in. diameter, averaging 5 ins. from centre to centre.
Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 3/4 in. diameter, averaging 3 ins. from centre to centre.
Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 in. diameter averaging 3 ins. from centre to centre.
Butts of Strakes at Bilge for length, treble riveted with Butt Straps thicker than the plates they connect.
Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 3/4 in. diameter, averaging 3 ins. from cr. to cr.
Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 3 ins. from cr. to cr.
Edges of Main Sheerstrake, double or single riveted. Upper Sheerstrake, double or single riveted.
Butts of Main Sheerstrake, treble riveted for whole length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.
Butts of Main Stringer Plate, treble riveted for whole length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length.
Breadth of laps of plating in double riveting 4 1/2 Breadth of laps of plating in single riveting 2 1/4
Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? No. of Breasthooks, 4 Crutches, 4
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Clifton & Crossland & Co per 1st London Report 1.
Manufacturer's name or trade mark, The above is a correct description.
Builder's Signature, Surveyor's Signature, Surveyor to Lloyd's Register of British and Foreign Shipping.

(Form No. 1 for Iron Ships—2000—16.5.85—Transfer Ink.)

State clearly where plating is of alternate thicknesses—as distinguished from distinguished thickness at ends of vessel.
* If Iron Deck, state if whole or part, and if wood deck as laid thereon.

3708 Iron

Workmanship. Are the butts of plating planed or otherwise fitted? Autumn
Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies?
Are the fillings between the ribs and plates solid single pieces?
Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other?
Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces?
Do any rivets break into or through the seams or butts of the plating?

Masts, Bowsprit, Yards, &c., are _____ in _____ condition, and sufficient in size and length. *If of Iron or Steel give Scantling.*
Plating, Angle Irons, &c., and further explain by a Sketch showing how the lower Masts and Bowsprit are constructed, showing the number of Plates and Angle Irons, mode of riveting, quality of Material, and if stamped with Maker's name.
State also Length and Diameter of Lower Masts and Bowsprit

NUMBER & LETTER for EQUIPMENT														
SAILS.		CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested and Superintendent, also Number of Certificate.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate	W'ght req'd per Rule.	Machine where Tested and Superintendent, also Number of Certificate.	
N ^o .		Chain						Bower Anchors						
		(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)												
Fore Sails,		Iron Stream Chain												
		or Steel Wire ..												
Fore Top Sails,		or Hempen Strm }												
		Cable												
Fore Topmast Stay Sails,		Towline, Hemp.												
		or Steel Wire ..												
Main Sails,		Hawser												
		Warp												
Main Top Sails, and		quality												
								Stream Anchor						
								Kedge						
								2nd Kedge.						

Standing and Running Rigging _____ sufficient in size and _____ in quality. She has _____ Long Boat and _____
The Windlass is _____ Capstan _____ and Rudder _____ Pumps _____

Engine Room Skylights.—How constructed? _____ How secured in ordinary weather? _____

What arrangements for deadlights in bad weather? _____

Coal Bunker Openings.—How constructed? _____ How are lids secured? _____ Height above deck? _____

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? _____

Cargo Hatchways.—How formed? _____

State size **Main Hatch** _____ Forehatch _____ Quarterhatch _____

If of extraordinary size, state how framed and secured? _____

What arrangement for shifting beams? _____

Hatches, If strong and efficient? _____

Order for Special Survey No. _____
Date _____
Order for Ordinary Survey No. _____
Date _____
No. _____ in builder's yard.

DATES of Surveys held while building as per Section 18.

1st. On the several parts of the frame, when in place, and before the plating was wrought }
2nd. On the plating during the process of riveting }
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 or cemented.. }
5th. After the ship was launched and equipped }

State dates of letters respecting this case _____

General Remarks (State quality of workmanship, &c.) _____

State if one, two, or three decked vessel, or if spar, or awning decked; and the lengths of poop, bridge, forecastle, or raised quarter deck. (If double bottom, state particulars on separate form.)

How are the surfaces preserved from oxidation? Inside _____ Outside _____

I am of opinion this Vessel should be Classed _____

The amount of the Entry Fee£ : : is received by me, }
Special£ : : 18 }

(to be sent as per margin). Certificate ... : :
(Travelling Expenses, if any, £).

Committee's Minute _____

Character assigned _____