

IRON SHIPS.

Reqd. for S.S. No. 3024317

No. 2229 Survey held at Glasgow Date Aug 10th 1884

on the Ship Andra Master Stewart

Tonnage Gross 1156.28 Engine Room 28 Register — Built at Glasgow

When Built 1864 Launched July By whom built C. L. Russell & Co.

Owners Blyth & Co Port belonging to Liverpool Destined Voyage London to Liverpool

Surveyed Afloat or in Dry Dock whilst building and afloat

Length aloft	Feet. Inchs.		Feet. Inchs.		Depth from top of Upper Deck		Feet. Inchs.		Power of Engines	Horse.
	218	8	35		21	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	5	3	9	5	3	9				
„ depth and thickness of Floor Plate at mid line	30		30							
„ depth and thickness of Floor Plate at Bilge Keelson	9		10							
„ Size of Reversed Angle Iron, and No. at top of Floor Plate	3	3	9	3	3	9				
Frames, Size of Angle Iron, single or double Reversed Iron, if to every frame	to the upper part of		to the							
Beams, Deck (No. 53) double or single Angle Iron, Plates or Bulb Iron	9		10							
„ double or single Angle Iron on upper edge	3	3	9	3	3	9				
„ average space between	3 feet		6 in.							
„ if wood (N°) sided & moulded										
„ Hold, or Lower Deck (N° 50) double Angle Iron, Plate, or Bulb Iron	9		10							
„ double or single Angle Iron on upper edge	3	3	9	3	3	9				
„ average space between	3 feet		6 in.							
„ if wood (N°) sided & moulded										
„ Paddle, wood, sided and moulded, or if Iron, size of Plate										
„ Engine										
Keelson, single plate, box, or intercostal	10		10							
„ Size of Plates	5	4	9	5	4	9				
„ Size of Angle Irons	5	4	9	5	4	9				
Ditto Bilge (No. 51)										
Transoms, material <u>Iron Plate</u> , if none, in what manner compensated for										
Knight-heads, and Hawse Timbers <u>British Oak & Iron</u> size of vertical angle iron and their distance apart	3		3		3					
The Frames or Ribs extend in one length from <u>Middle line to Gunwale</u> rivetted through plates with (<u>1/2</u> in.) rivets, about (<u>5 1/2</u>) apart.										
The reverse angle irons on the floors extend in one length across the middle line from <u>upper part of Hold Beams to Gunwale</u>										
„ „ „ on the frames „ „ from <u>middle line to Gunwale</u>										
Keelson, how are the various lengths of plates or angle irons connected?										
Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets (<u>1/2</u> in.) diameter averaging (<u>1/2</u> in.) from centre to centre of rivet.										
„ Edges from Garboards to upper part of bilge, worked <u>carvel with a lining piece</u> (<u>1/2</u> in.) thick, or clencher, double or single rivetted; rivets (<u>1/2</u> in.) diameter, averaging (<u>1/2</u> in.) from centre to centre of rivets.										
„ Butts from Keel to turn of bilge, worked <u>carvel with a lining piece</u> (<u>1/2</u> in.) thick, double or single rivetted; rivets (<u>1/2</u> in.) diameter, averaging (<u>1/2</u> 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 with a lining piece</u> (<u>1/2</u> in.) thick, or clencher, double or single rivetted; rivets (<u>1/2</u> in.) diameter, averaging (<u>1/2</u> 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>Throughout</u>										
„ Butts from bilge to planksheers, worked <u>carvel with a lining piece</u> (<u>1/2</u> in.) thick, double or single rivetted; rivets (<u>1/2</u> in.) diameter averaging (<u>1/2</u> in.) from centre to centre of rivets. Breadth of laps in double rivetting (<u>1/2</u>) Breadth of laps in single rivetting (<u>✓</u>)										
Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted? <u>Double</u>										
Planksheer, how secured to the plating of the sides { Explain by sketch } <u>Run Bulwarbs & Gunner Waterway</u>										
Waterway „ „ planksheer and to the Beams { if necessary. } <u>Gunner Waterway</u>										
Deck Beams, how secured to the side? <u>Welded knees rivetted to Frames</u>										
Hold or Lower Deck „ <u>Plating</u>										
Paddle „ <u>Plating</u>										
No. of breasthooks <u>Five</u> crutches <u>Five</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>British and American</u> Builder's Signature <u>Charles Russell</u>										

3720 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

* Glasgow Boiler Plate, Steel, & Co. 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.
<u>a Double</u>	Fore Sails,	<u>Tested to 55² lbs</u>	<u>1 3/4</u>	<u>Tested to 30² lbs</u>	<u>3 3 1/4</u>
<u>Suit</u>	Fore Top Sails,	<u>Chain</u>	<u>1 3/4</u>	<u>Bower</u>	<u>3 3 1/4</u>
<u>Sails</u>	Fore Topmast Stay Sails,	<u>cut & dated 24th 1864</u>	<u>9 1/2</u>	<u>certif. dated 24th 1864</u>	<u>3 3 1/4</u>
and	Main Sails,	<u>Hempen Stream Cable</u>	<u>9 1/2</u>	<u>Portland Patent</u>	<u>1 1 3/4</u>
	Main Top Sails,	<u>Hawser</u>	<u>1 1/2</u>	<u>Stream</u>	<u>1 1 3/4</u>
		<u>tested to 30² lbs</u>	<u>9 1/2</u>	<u>Kedge</u>	<u>2 1 1/2</u>
		<u>Towlines</u>	<u>9 1/2</u>		
		<u>Warp</u>	<u>9 1/2</u>		
		<u>All of <u>Good</u> quality.</u>	<u>9 1/2</u>		

Her Standing and Running Rigging Galv. Min. Hemp sufficient in size and good in quality.

She has two 25 feet Long Boat and 22 feet Linnace. 22 feet Gig. 14 feet Dandy

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

General Remarks, Statement and Date of Repairs, extent of corrosion (if any) both internally and externally, and condition of rivets.

- 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 Decr 15. 18th 1863 Jan 18. 13. 22. 30. Feb 11.
- 4th. When the ship was complete, and before the plating was finally coated 4. 8. 10. 19. 22. 26. March 4. 9. 12. 17. 26.
- 5th. After the ship was launched 29. 30. Apr. 5. 8. 18. 21. 28. 30. May 4. 9. 13. 17. 23. 27. June 3. 7. 9. 13. 20. 22. 24. 27. July 1. 5. 26. Aug. 10. 16. 18. 24.

is fitted with an intermediate intercostal keelson midway between middle line and Bilge keelson 18 x 1/2 rivetted to Angle Iron on Head, and double angle Iron back to back 5 x 4 1/2 x 1/2.

Butt Straps to Gunwale Plate double rivetted, Butt Straps to Sheerstrake are extended over two frames and double rivetted.

Other Butt Straps increased to 10 inches in width and 1/2 inch rivetted throughout. Ceiling in Flat fitted in Shuartship Hatches for lifting. Fitted with a full Coop. Forecastle and House on Deck for the crew.

Fore Mast, Mizzen and Bowsprit of 1/2 Glasgow. Boiler plate with double overlap lands, and treble rivetted carvel butts. Fore Mast and Crossjack and Topsail Yards of Steel 7 1/2 x 1/2 x 1/2 with two Angle Irons 2 1/2 x 2 1/2 x 1/2 in each of the Yards for ten thirds the length of the Yards.

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

Special£ 5 : 16 : :

Certificate (if required)£ 10 : :

Committee's Minute 23rd August 1864

Character assigned A. 1.

[Signature]

I have examined this Report and found it correct for the class recommended - Lloyd's Register Foundation