

IRON SHIPS.

No. 2302 Survey held at Glasgow Date February 15th 1889
 on the Scot. S. Countess of Edinboro Master Minnead
 Tonnage under tonnage deck 224.96 Built at Glasgow When built 1885 Launched 25th Jan 1885
 Ditto of poop 1.28 or spar deck - By whom built Barclay Currie & Co. Owners Robt. Henderson & Son
 Ditto of engine room 89.88 Port belonging to Ardenian Destined Voyage Belfast Trade
 Total Register tonnage 276.32
 Gross tonnage 346.32
 If Surveyed while Building, Afloat, or in Dry Dock whilst building

| Length aloft | Feet. | Inches. | Extreme Breadth | Feet. | Inches. | Depth from top of Upper Deck Beam to top of Floor | Feet. | Inches. | Power of Engines | Horse. | Nº. of Decks |
|--|---|---------|---------------------------|-------|---------|---|-------|---------|------------------|--------|--------------|
| 103.4 | | | 24 | | | 12.95 | | | 40 | | Two |
| (Dimensions of Ship per Register, length <u>105.0</u> breadth <u>24</u> depth <u>12.95</u>) | | | | | | | | | | | |
| Keel, if bar iron, depth and thickness | Inches in Ship. | | Inches required per Rule. | | | | | | | | |
| „ if plate iron, breadth and thickness | Inches in Ship. | | Inches required per Rule. | | | | | | | | |
| Stem, if bar iron, moulding and thickness | Inches in Ship. | | Inches required per Rule. | | | | | | | | |
| „ if plate iron, breadth and thickness | Inches in Ship. | | Inches required per Rule. | | | | | | | | |
| Stern-post, if bar iron, moulding and thickness | Inches in Ship. | | Inches required per Rule. | | | | | | | | |
| „ if plate iron, breadth and thickness | Inches in Ship. | | Inches required per Rule. | | | | | | | | |
| Distance of Frames from moulding edge to moulding edge, all fore and aft | Inches in Ship. | | Inches required per Rule. | | | | | | | | |
| Frames, Size of Angle Iron, single or double | Inches in Ship. | | Inches required per Rule. | | | | | | | | |
| „ Reversed Iron, if to every frame | Inches in Ship. | | Inches required per Rule. | | | | | | | | |
| „ and or every other frame | Inches in Ship. | | Inches required per Rule. | | | | | | | | |
| Floors, depth and thickness of Floor Plate at mid line | Inches in Ship. | | Inches required per Rule. | | | | | | | | |
| „ Ditto ditto at Bilge Keelson | Inches in Ship. | | Inches required per Rule. | | | | | | | | |
| „ Size of Reversed Angle Iron, and No. 1-2 at top of Floor Plate | Inches in Ship. | | Inches required per Rule. | | | | | | | | |
| Beams, Deck (No. 1) double Angle Iron, Plate, Tee, or Bulb Iron | Inches in Ship. | | Inches required per Rule. | | | | | | | | |
| „ „ double or single Angle Iron, on upper edge | Inches in Ship. | | Inches required per Rule. | | | | | | | | |
| „ „ average space between | Inches in Ship. | | Inches required per Rule. | | | | | | | | |
| „ Hold, or Lower Deck (No. 1) double Angle, Tee, Plate, or Bulb Iron | Inches in Ship. | | Inches required per Rule. | | | | | | | | |
| „ „ double or single Angle Iron on upper edge | Inches in Ship. | | Inches required per Rule. | | | | | | | | |
| „ „ average space between | Inches in Ship. | | Inches required per Rule. | | | | | | | | |
| „ Paddle, sided and moulded, thickness of Plate size of Angle Iron | Inches in Ship. | | Inches required per Rule. | | | | | | | | |
| „ Engine | Inches in Ship. | | Inches required per Rule. | | | | | | | | |
| Keelson, single or double plate, box, or intercostal | Inches in Ship. | | Inches required per Rule. | | | | | | | | |
| „ Size of Plates | Inches in Ship. | | Inches required per Rule. | | | | | | | | |
| „ Size of Angle Irons | Inches in Ship. | | Inches required per Rule. | | | | | | | | |
| „ Side, single or double, plate, box, or intercostal | Inches in Ship. | | Inches required per Rule. | | | | | | | | |
| „ Bilge (No. 1) at each Bilge, single, or double, plate, or box | Inches in Ship. | | Inches required per Rule. | | | | | | | | |
| Transoms, material | if none, in what manner compensated for. | | | | | | | | | | |
| Knight-heads, and Hawse Timbers | Run Lead | | | | | | | | | | |
| The Frames extend in one length from | Middle line to Gunwale | | | | | | | | | | |
| The reverse angle irons on the floors extend in one length across the middle line from | upper part of Hold Beams to Deck | | | | | | | | | | |
| „ „ „ on the frames | from Middle line to Gunwale | | | | | | | | | | |
| Keelson, how are the various lengths of plates or angle irons connected? | by lined pieces | | | | | | | | | | |
| Plates, Garboard, double or | rivetted to keel, double or at upper edge, with rivets (1/2 in.) diameter, averaging (3 1/2 in.) apart. | | | | | | | | | | |
| „ Edges from Garboards to upper part of bilge, worked clencher, double or single | rivetted; with rivets (3/4 in.) diameter, averaging (3 1/2 in.) apart. | | | | | | | | | | |
| „ Butts from Keel to turn of bilge, worked carvel with butt straps (3/4 in.) thick, double or single | rivetted; with rivets (3/4 in.) diameter, averaging (3 1/2 in.) apart. | | | | | | | | | | |
| „ Edges from bilge to sheerstrake, worked carvel with a lining piece () thick, or clencher, double or single | rivetted; with rivets (3/4 in.) diameter, averaging (3 1/2 in.) apart. | | | | | | | | | | |
| „ Edges of Sheerstrake, double or single rivetted? At upper edge | Single At lower edge Double | | | | | | | | | | |
| „ Butts from bilge to planksheers, worked carvel with butt straps (7/8 in.) thick, double or single | rivetted; with rivets (3/4 in.) diameter, averaging (3 1/2 in.) apart. | | | | | | | | | | |
| Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted? | Double | | | | | | | | | | |
| Planksheer, how secured to the plating of the sides | Explain by sketch | | | | | | | | | | |
| Waterway „ „ planksheer and to the Beams | if necessary. | | | | | | | | | | |
| Deck Beams, how secured to the side? | Welded knees rivetted to beams | | | | | | | | | | |
| Hold or Lower Deck ditto | Ditto - - Ditto | | | | | | | | | | |
| Paddle „ „ | No. of breasthooks <u>Four</u> crutches <u>Four</u> | | | | | | | | | | |
| What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.? | Block Iron | | | | | | | | | | |
| Manufacturer's name or trade mark | | | | | | | | | | | |

We certify that the above is a correct description of the several particulars therein given.

Builder's Signature Barclay, Currie & Co.

Surveyor's Signature J. G. Dinning

Lloyd's Register
 Foundation
 IRON438-0134

3979 Iron

Workmanship. Are the lands or laps of the clenchwork in all cases in breadth at least five and a half times the diameter of the rivets in double rivetted edges and butts, and at least three and a quarter 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, butt straps, 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, Bowsprit, Yards, &c., are *not* ~~in~~ *Wood in good* condition, and sufficient in size and length. (If they are of Iron or Steel give the Scantlings of 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 rivetting, quality of Materials, and if stamped with Maker's name.

| She has SAILS. | | | | ANCHORS, and their weights. | | | |
|----------------|--------------------------|-----------------------------|----------|-----------------------------|------------|------------|------------|
| No. | | CABLES, &c. | | | No. | Weight. | Tested to. |
| | | Public Machine | Fathoms. | Inches. | Tested to. | Ex. Stock. | Tons. |
| <i>Single</i> | Fore Sails, | Chain | 210 | 1 3/8 | 22 1/2 | 10.1.4 | 12.2.1 |
| <i>Double</i> | Fore Top Sails, | Hempen Stream Cable | 90 | 1 | | 3.1.3 | |
| <i>Scut</i> | Fore Topmast Stay Sails, | Hawser | | | | 20.1.0 | |
| <i>4</i> | Main Sails, | Towlines | 90 | 5 | | 3.0.3 | 12.4.1 |
| <i>Sails</i> | Main Top Sails, | Warp <i>One coil of</i> | | 3 | | 2.3.4 | 10.1.2 |
| | | All of <i>Good</i> quality. | | | | 2.1.3 | |
| | | | | | | 5.2.0 | |
| | | | | | | 3.2.3 | |
| | | | | | | 1.0.18 | |

Her Standing and Running Rigging *Gale? Main's Temp* sufficient in size and *Good* in quality.

She has *two 10 ft life* *Long* Boat and *and one 17 ft* *Quarter* Boat

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

| Order for Special Survey | DATES of | 1st. |
|------------------------------|----------------|--|
| No. <i>352</i> | Surveys held | On the several parts of the frame, when in place, and before the plating was wrought |
| Date <i>5th October 1864</i> | while building | 2nd. On the plating during the progress of rivetting <i>Built under Special Survey</i> |
| Order for Ordinary Survey | as per | 3rd. When the beams were in and fastened, and before the decks were laid <i>from the 21st Nov 1864 to the 15th February 1865</i> |
| No. <i>✓</i> | Section 18. | 4th. When the ship was complete, and before the plating was finally coated |
| Date <i>✓</i> | | 5th. After the ship was launched |

State if she has a Spar Deck *No* Poop *Yes* or Forecastle *Yes*

General Remarks,

Shestrake doubled its whole depth with a 90 plate for a length of 120 feet. Built and fitted to Middle Line and Bilge Keels 6 x 90, fitted with a House on deck in midships for the crew, and in other respects as per accompanying midship Section

In what manner are the surfaces preserved from oxidation? Inside *Plat of Bottom with Portland Cement, new*

Ditto ditto Outside *Black Paint and Red Lead*

I am of opinion this Vessel should be Classed *A. 1*

The amount of the Fee£ 44: 0: 0 is received by me,

Feb 1865 Special£ 18: 6: 0

Certificate (if required)£ *Twenty*

Committee's Minute *21st February 1865*

Character assigned *B*

Sub 2065
A.B. Darling
This Steam Tug of 1865 appears eligible for Classification as recommended

L Lloyd's Register Foundation