

4062 IRON SHIPS.

No. 3322 Survey held at Glasgow Date April 15th Reu 17/4/68
 on the Screw S.S. "Paris" Master Cannell 1868
 Tonnage under tonnage deck 159.15 Built at Glasgow When built 1868 Launched 1st March 1865
 Ditto of poop or spar deck 9.33 By whom built Baileys, Clark & Co. Owners J. R. Macgregor
 Ditto of engine room 139.54 Port belonging to Rush Destined Voyage Quebec
 Total Register tonnage 508.94
 Gross tonnage 508.94
 If surveyed while Building, Afloat, or in Dry Dock whilst building

Length aloft 220 Feet. Extreme Breadth 28.00 Feet. Depth from top of Upper Deck Beam to top of Floor 15 Feet. Power of Engines 114 Horse. N^o. of Decks Two
 (Dimensions of Ship per Register, length 220 breadth 28.05 depth 15)

	Inches in Ship.	Inches required per Rule.	Inches in Ship.	Inches required per Rule.	16ths required per Rule.	16ths required per Rule.
Keel, if bar iron, depth and thickness	8 x 2 1/2	7 x 2 1/2				
„ if plate iron, breadth and thickness	8 x 2 1/2	7 x 2 1/2				
Stem, if bar iron, moulding and thickness	8 x 2 1/2	7 x 2 1/2				
„ if plate iron, breadth and thickness	8 x 2 1/2	7 x 2 1/2				
Stern-post, if bar iron, moulding and thickness	7 1/2 x 5 1/2	7 x 5 1/2				
„ if plate iron, breadth and thickness	7 1/2 x 5 1/2	7 x 5 1/2				
Distance of Frames from moulding edge to moulding edge, all fore and aft	21	21				
Frames, Size of Angle Iron, single or double	4 1/2 x 8	5 1/2 x 8	16ths	16ths	16ths	16ths
„ Reversed Iron, if to every frame	to the upper part of H ^o	to the Gunwale				
„ every other frame						
Floors, depth and thickness of Floor Plate at mid line	10	9	10	9	10	9
„ Ditto ditto at Bilge Keelson	9	9				
„ Size of Reversed Angle Iron, and No. 1 & 2 at top of Floor Plate	3	3	7 1/2	7 1/2	7 1/2	7 1/2
Beams, Deck (N ^o - -) double Angle Iron, Plate, Tee, or Bulb Iron	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2
„ double or single Angle Iron, on upper edge	2 1/2	2 1/2	5	5	5	5
„ average space between	3 feet	3 feet				
„ Hold, or Lower Deck (N ^o - -) double Angle, Tee, Plate, or Bulb Iron	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2
„ double or single Angle Iron, on upper edge	2 1/2	2 1/2	5	5	5	5
„ average space between	3 feet	3 feet				
„ Paddle, sided and moulded, thickness of Plate size of Angle Iron						
„ Engine						
Keelson, single or double plate, box, or intercostal	intercostal					
„ Size of Plates	2 1/2	2 1/2	9	9	9	9
„ Size of Angle Irons	4 1/2	4 1/2	8	8	8	8
„ Side, single or double, plate, box, or intercostal	4 1/2	4 1/2	8	8	8	8
„ Bilge (No. - -) at each Bilge, single, or double, plate, or box	4 1/2	4 1/2	8	8	8	8

	Inches in Ship.	16ths in Ship.	Inches required per Rule.	16ths required per Rule.
Plates in Garboard Strakes, breadth and thickness	32	12	12	12
Ditto from Garboard to upper part of Bilges		12	12	12
„ from upper part of Bilge to a perpendicular height from upper side of Keel of 3/4ths the entire depth of Hold		12	12	12
„ from 3/4ths depth of Hold to lower edge of Sheerstrake		9	9	9
„ Sheerstrake, breadth and thickness	36	12	12	12
Butt Straps to outside plating, breadth and thickness	10	9	10	10
Gunwale Plate or Stringer on ends of Upper Deck Beams, breadth and thickness	33	10	31	31
Angle Iron on ditto	4 1/2 x 4 1/2	7	4 1/2	7
Stringer or Tie Plates fore and aft, on Upper Deck Beams, outside Hatchways	12	9	10	10
Diagonal Tie Plates on ditto	12	9	10	10
Planksheer, materials and scantlings	none			
Waterway ditto ditto	cut			
Flat of Upper Deck, thickness and material	yellow pine 3/4		3/4	3/4
„ how fastened to Beams	butts and screw bolts			
Ceiling betwixt Decks and in Hold, thickness and material	Battened 5/8 x 3/4 Red pine			
Clamps or Spircketing ditto				
Stringer Plates on ends of Hold or Lower Deck Beams, breadth and thickness	2 1/2	9	2 1/2	9
Stringer or Tie Plates fore and aft outside Hatchways, on Hold or Lower Deck Beams	12	9	10	10
Stringers in Hold	4 1/2	4 1/2	9	9
Flat of Lower Deck, thickness and material				
Main piece of Rudder, diameter at head	5			
„ „ „ at heel	3			
(Can the Rudder be unshipped afloat)	Yes			
Bulkheads, N ^o . 4 Thickness of	9			
„ Height up Upper Deck				
„ how secured to the sides of the ship	riveted between two frames			
„ size of vertical angle irons	3 x 3 1/2			
„ and their distance apart	30			

Transoms, material iron plate or, if none, in what manner compensated for.
 Knight-heads, and Hawse Timbers iron frames
 The Frames extend in one length from middle line to Gunwale rivetted through plates with (7/8 in.) rivets, about (1 in.) apart.
 The reverse angle irons on the floors extend in one length across the middle line from upper part of Hold Beams to Ditto
 „ „ „ on the frames „ „ „ from middle line to Gunwale

Keelson, how are the various lengths of plates or angle irons connected? by lining piece
 Plates, Garboard, double or rivetted to keel, double or at upper edge, with rivets (7/8 in.) diameter, averaging (4 1/2 in.) apart.
 „ Edges from Garboards to upper part of bilge, worked clencher, double or single rivetted; with rivets (7/8 in.) diameter, averaging (3 1/2 in.) apart.
 „ Butts from Keel to turn of bilge, worked carvel with butt straps (1 1/2 x 1 1/2) thick, double or single rivetted; with rivets (7/8 in.) diameter, averaging (3 1/2 in.) apart.
 Do the butt straps lap over and rivet through the lands of the strake below? No
 „ Edges from bilge to sheerstrake, worked carvel with a lining piece () thick, or clencher, double or single rivetted; with rivets (7/8 in.) diameter, averaging (3 in.) apart.
 Do the butt straps lap over and rivet through the lands of the strake below? No
 „ 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 (1 1/2 x 1 1/2) thick, double or single rivetted; with rivets (7/8 in.) diameter, averaging (3 1/2 in.) apart. Breadth of laps in double rivetting (5 1/2 in.) Breadth of laps in single rivetting (—) —
 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 iron Bulwarks
 Deck Beams, how secured to the side? Welded knees riveted to frames
 „ or Lower Deck ditto Ditto

No. of breasthooks four crutches two
 What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.? Glasgow Ball
 Manufacturer's name or trade mark Glasgow Iron Co.

We certify that the above is a correct description of the several particulars therein given.
 Builder's Signature Baileys, Clark & Co. Surveyor's Signature A. D. Darling
 Lloyd's Register Foundation
 IRON 438-0216

Workmanship. Are the lands or laps of the clenwork 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 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, made of rivetting, quality of Materials, and if stamped with Maker's name.

She has SAILS.

Tested by P. Bunnell
CABLES, &c.

Tested by P. Bunnell
ANCHORS, and their weights.

No.		Fathoms.	Inches.	Tested to Tons.	No.	Weight Ex. Stock	Tested to Tons.		
<u>2</u>	Fore Sails,	Chain	270	1 3/4	34	Bowers,	3	18.2.24	18.02.1
	Fore Top Sails,	Hempen Stream Cable	90	8 1/2				15.1.27	17.10.1
	Fore Topmast Stay Sails,	Hawser	90	8 1/2				3.1.12	
	Main Sails,	Towlines	90	4		Stream,	1	15.0.11	16.22.0
	Main Top Sails,	Warp	90	3				7.2.0	
		All of <u>Good</u> quality.				Kedges,	2	3.2.14	4.3.20

Her Standing and Running Rigging Galley Masts & Hump sufficient in size and Good in quality.

She has two life boats Long Boat and two Quarter Boats

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

Order for Special Survey DATES of

No. 350 Surveys held

Date Sept 24/05 while building

Order for Ordinary Survey as per

No. 1 Section 18.

Date 1/05

1st. On the several parts of the frame, when in place, and before the plating was wrought

2nd. On the plating during the progress of rivetting Butts under Special Survey

3rd. When the beams were in and fastened, and before the decks were laid from 18th Oct 1884

4th. When the ship was complete, and before the plating was finally coated to the 15th Sep 1885

5th. After the ship was launched

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

General Remarks,

Middle line Intercostal and Bilge Keelsons fitted with a built iron 1/2 x 10. Sheerstrake doubled its whole depth with a 3/8 Plate for sheer fourths the entire length of the vessel; Gunwale Plate increased to 1/2 in thickness; the whole of the Plating &c is in excess of the Rules being in conformity with the 7 x 800 Tonnage Scale

The weights and tests of the Anchors are not strictly in conformity with Table 22. That I beg to leave the assigning of the figure 1 for the Committee's consideration

In what manner are the surfaces preserved from oxidation? Inside with Portland Cement & Red Lead

Ditto ditto Outside Red Lead

I am of opinion this Vessel should be Classed A

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

Special £ 35 : 8 :

Certificate (if required) £ 10 : 0 :

Committee's Minute 18th April 1885

Character assigned A

A. B. Dalrymple

The matter of this case has been fully considered and it is recommended that the slight deficiency in weight of the anchors to be subject to Committee's consideration for Fig 1, as above named.

April 17/05

M. C.

M. W.

