4179

IRON SHIPS.

Rec 6/7/65

No. 2352 Survey held at Glasgow Date 5th July 1865

on the Screw Steamer "Fairfax" Master

Tonnage under tonnage deck 553.07 Built at Glasgow When built 1865 Launched June 1865

Ditto of poop ~~or spar deck~~ Lamp Room 1.51

Ditto of engine room 118.05 By whom built Langan & Sons & J. P. B. Co. (Limited) Owners General Ins. Screw Policy Co. (Limited)

Total Register tonnage 436.53 Port belonging to London Destined Voyage Coaster

Gross tonnage 554.58

Surveyed while Building, Afloat, or in Dry Dock While Building & Afloat Outfitting

Length aloft	Feet. 178	Inches. -	Extreme Breadth	Feet. 28	Inches. -	Depth from top of Upper Deck Beam to top of Floor	Feet. 16	Inches. -	Power of Engines	Horse. 90	N°. of Decks One

Dimensions of Ship per Register, length 178 breadth 28 depth 16

	Inches in Ship.	Inches required per Rule.
Keel, ~~if~~ bar iron, depth and thickness	7 + 2¾	7 + 2½
,, ~~if plate iron, breadth and thickness~~		
Stem, ~~if~~ bar iron, moulding and thickness	7 + 3¾	7 + 2½
,, ~~if plate iron, breadth and thickness~~		
Stern-post, ~~if~~ bar iron, moulding and thickness	7 + 5½	7 + 5
,, ,, ~~if plate iron, breadth and thickness~~		
Distance of Frames from moulding edge to moulding edge, all fore and aft	21	21

	Inches. In Ship.	Inches. In Ship.	16ths. In Ship.	Inches. required per Rule.	Inches. required per Rule.	16ths required per Rule.
Frames, Size of Angle Iron, single ~~or double~~	4	3	7/16	3¾ or 3 Lons Scale	2¾	7/16
,, Reversed Iron, ~~if~~ to every frame or every other frame	3	3	7/16	3	2½	6/16
Floors, depth and thickness of Floor Plate at mid line	18½	8/16	7/16	18½	8/16	7/16
,, Ditto ditto at Bilge Keelson	11½	8/16	7/16	"	8/16	7/16
,, Size of Reversed Angle Iron, and No. 1 at top of Floor Plate	3	3	7/16	3	2½	6/16
Beams, Deck (N°. —) ~~double Angle Iron, Plate, Tee, or~~ Bulb Iron	7	7/16		7	7/16	
,, ,, double ~~or single~~ Angle Iron, on upper edge	2½	2½	5/16	2½	2½	5/16
,, ,, average space between	3½ feet			3¼	6 in	
,, Hold, or Lower Deck (N°. —) ~~double Angle, Tee, Plate, or~~ Bulb Iron	7	7/16		7	7/16	
,, ,, double ~~or single~~ Angle Iron on upper edge	2½	2½	5/16	2½	2½	5/16
,, ,, average space between	3½ feet			3¼	6 in	
,, Paddle, sided and moulded, ____ thickness of Plate ____ size of Angle Iron						
,, Engine ,, ,, ,, ,,						
Keelson, ~~single or double plate, box, or~~ intercostal	6	8/16		7	7/16	
,, Size of Plates	22½	8/16		22¾	8/16	
,, Size of Angle Irons	4½	3½	7/16	4¼	3¼	7/16
,, Side, single or d'ble, plate, box, or intercostal						
,, Bilge (No. Two Angle Bars at each Bilge, ~~single, or~~ double, ~~plate, or box~~	4½	3½	7/16	4½	3¼	7/16

	Inches. In Ship.	16ths. In Ship.	Inches. required per Rule.	16ths required per Rule.
Plates in Garboard Strakes, breadth and thickness	35	10/16		10/16
Ditto from Garboard to upper part of Bilges		9/16		9/16
,, from upper part of Bilge to a perpendicular height from upper side of Keel of ⅗ths the entire depth of Hold		8/16		8/16
,, from ⅗ths depth of Hold to lower edge of Sheerstrake	8/16	7/16		7/16
,, Sheerstrake, breadth and thickness	43	9. 8/16		9/16
Butt Straps to outside plating, breadth and thickness	8½	10. 7/16		
Gunwale Plate or Stringer on ends of Upper Deck Beams, breadth and thickness	25½	8/16	25¼	8/16
Angle Iron on ditto	4½	3½	7/16 2¼ + 3¼	7/16
Stringer or Tie Plates fore and aft, on Upper Deck Beams, outside Hatchways	10½	8/16	10½	8/16
Diagonal Tie Plates on ditto	10½	8/16	10½	8/16
Planksheer, materials and scantlings	" 12	" 10½	8	
Waterway ditto ditto Yellow Pine				
Flat of Upper Deck, thickness and material	3½	Pine	3½	
,, ,, how fastened to Beams	Screw Bolts & Nuts			
Ceiling ~~between Decks and~~ in Hold, thickness and material	3½	American Red Elm		
Clamps or Spirketting ditto				
Stringer Plates on ends of Hold or Lower Deck Beams, breadth and thickness	20	8/16	19	8/16
Stringer or Tie Plates fore and aft outside Hatchways, on Hold or Lower Deck Beams	Double Angle Bar Amidships 4 + 3½			7/16
Stringers in Hold Double Angle Bar	4 7/16 + 3½			7/16
Flat of Lower Deck, thickness and material				
Main piece of Rudder, diameter at head	14½		14½	
,, ,, ,, at heel	23¼		23¼	
(Can the Rudder be unshipped afloat No)				
Bulkheads, N°. 4 Thickness of 6/16				
,, Height up Upper Deck				
,, how secured to the sides of the ship Double Frames & Dwelling				
,, size of vertical angle irons 3.3.9/16 and their distance apart 30 in Plate				

Transoms, material Plate or, if none, in what manner compensated for.

Knight-heads, and Hawse Timbers Angle Bars & Plates

The Frames extend in one length from Keel to Gunwale rivetted through plates with (¾ in.) rivets, about (5 in) apart.

The reverse angle irons on the floors extend in one length across the middle line from Bilge to Bilge

,, ,, ,, on the frames ,, ,, ,, from Gunwale to Gunwale alternately

Keelson, how are the various lengths of plates or angle irons connected? Butt Straps

Plates, Garboard, double ~~or~~ rivetted to keel, double ~~or~~ at upper edge, with rivets (1 + ¾ ins.) diameter, averaging (3½ & 2¼ in.) apart.

,, Edges from Garboards to upper part of bilge, worked clencher, double ~~or single~~ rivetted; with rivets (¾ in.) diameter, averaging (2 7/16 ins.) apart.

,, Butts from Keel to turn of bilge, worked carvel with butt straps (10/16 & 9/16) thick, double ~~or single~~ rivetted; with rivets (¾ in.) diameter, averaging (2¼ ins.) 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 (¾ in.) diameter, averaging (2¼ 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 (9/16 to 8/16) thick, double ~~or single~~ rivetted; with rivets (¾ in.) diameter, averaging (2¼ ins.) apart. Breadth of laps in double rivetting (5½ Ins) Breadth of laps in single rivetting (3¼ Diameter

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 if necessary. } Stringer Plate & upper edge of Sheerstrake with Nut & Screw Bolts

Waterway ,, ,, planksheer and ~~to~~ the Beams

Deck Beams, how secured to the side? Welded Knees

Hold or Lower Deck ditto do

Paddle ,, ,, No. of breasthooks 4 crutches 4

What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.? Mild Steel

Manufacturer's name or trade mark Glasgow Boiler Plate

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

Builder's Signature Smith & Glasgow Engr & Shipbuilders Ltd D Stenhouse Manager Surveyor's Signature S C Darling

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IRON438-0333

4179 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 fay 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

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Her Masts, Bowsprit, Yards, &c., are 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.

No.	
1	Fore Sails,
Single	Fore Top Sails,
Suit	Fore Topmast Stay Sails,
of	Main Sails,
Sails	Main Top Sails,
and	

CABLES, &c. Tested by Robt Russell — date of certificate 9 May 1865 — re-examined 12.7.68

	Fathoms.	Inches.	Tested to Tons.
Chain	240	1¼	38 1/10
Hempen Stream Cable	90	7½	
Hawser	90	5½	
Towlines			
Warp			

All of Good quality.

ANCHORS, and their weights. Tested by Robt Russell — date of certificate 9 May 1865 — re-examined 12.7.68

	No.	Weight. Ex. Stock	Tested to. Tons.
Bowers,	1	14.0.14	15.14.2.21
		3.1.11	
		14.0.2	
		3.1.3	15.14.2.21
Stream,	1	11.2.6	13.8.3.0
		2.3.9	
		6.0.2	
Kedges,	2	3.0.3	
		1.2.11	

Her Standing and Running Rigging Galvd Wire & Hemp sufficient in size and Good in quality.

She has One Long Boat and Two others

The present state of the Windlass is New ~~Capstan~~ Winch and Rudder New Pumps New

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Order for Special Survey No. 379 Date March 1865

Order for Ordinary Survey No. — Date —

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 progress of rivetting
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

1st Built under Special Survey from 16th March till 5th July 1865

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

General Remarks, The Extra strength of Compensation for the Length being over Ten Depths is as sanctioned by the Committee in their Letter of February 17/65 viz. Sheerstrake increased to 4.3 in in Width and the Strake next beneath increased a 1/16th of an Inch.
Fore and After Tanks as high as Lower Deck formed as Water Tanks with Iron Plated Decks 5/16 Thick, Length of Fore Tank 30 feet, After One 18 feet
The Frames are Doubled in these spaces their whole Depth. Butts and Lands of Plating are Chain Rivetted where Double Rivetting is used
Six Pairs of Diagonals on Upper Deck 10½ × 9/16; Bulwarks of Wood with British Oak Stanchions 6 × 6; 4½ feet Apart and in every respect is Built in Conformity with the Midship Section attached to Report of Survey No. 2345 on S.S. "Cromwell"

Gunson

In what manner are the surfaces preserved from oxidation? Inside Red Lead and Oil Paint
Ditto ditto Outside do do

I am of opinion this Vessel should be Classed ⊼ 1.

The amount of the Fee .....£ 5 : " : " is received by me,
Special .....£ 27 : 15 : "
Certificate (if required) .....£ Gratis

J. B. Darling

Committee's Minute 7th July 1865

I concur in the above recommendation 6 July 1865

Character assigned ⊼ 1

* The owners of Gunson & Sons

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