

IRON SHIPS.

No. 4938 Survey held at Glasgow

Date 3rd July

1865

the Steamer

Hilda

Master

Byrant

Tonnage Gross 553.43 Engine Room 140.14

Register 413.19

Built at Glasgow

When Built 1865

Launched

May 1865

By whom built

John Reid & Co.

Owners Glasgow Harbour Trustees

Port belonging to Glasgow

Destined Voyage Glasgow to Norway

If Surveyed Afloat or in Dry Dock

Occasionally while building

Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth from top of Upper Deck	Feet.	Inches.	Beam to top of Floor	Feet.	Inches.	Power of Engines	Horse.
176			26			16			16			90	Two engines
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
21			21										
Floors, Size of Angle Iron, and No. <u>single</u> at bottom of Floor Plate <u>with doubling</u>	3 1/2	3	3 1/2	3	3 1/2	3	3 1/2	3	3 1/2	3	3 1/2	3	3 1/2
pieces 4 feet long at middle line													
depth and thickness of Floor Plate at mid line	16		16										
depth and thickness of Floor Plate at Bilge Keelson	18		18										
Size of Reversed Angle Iron, and No. <u>single</u> at top of Floor Plate	3	2 1/2	3	2 1/2	3	2 1/2	3	2 1/2	3	2 1/2	3	2 1/2	3
Frames, Size of Angle Iron, single or double <u>to upper part of bilge</u>	3 1/2	3	3 1/2	3	3 1/2	3	3 1/2	3	3 1/2	3	3 1/2	3	3 1/2
Reversed Iron, <u>to every frame</u>	3	2 1/2	3	2 1/2	3	2 1/2	3	2 1/2	3	2 1/2	3	2 1/2	3
and on every alternate frame <u>to bilge</u>													
Beams, Deck (No. <u>double</u> Angle Iron, <u>Plate</u> , or Bulb Iron)	6 1/2		6 1/2										
double or single Angle Iron, on upper edge	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2
average space between	3 feet 6 inches		3 feet 6 inches										
if wood (No. <u>sided</u> & moulded)													
Hold, or Lower Deck (No. <u>double</u> Angle Iron, <u>Plate</u> , or Bulb Iron)	7		7										
double or single Angle Iron, on upper edge	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2
average space between	3 feet 6 inches		3 feet 6 inches										
if wood (No. <u>sided</u> & moulded)													
Paddle, wood, sided and moulded, or if Iron, size of Plate													
Engine													
Keelson, <u>single</u> plate, box, or intercostal	19 1/2		19 1/2										
Size of Plates	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2
Size of Angle Irons	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2
Ditto Bilge (No. <u>two</u> <u>double</u> Angle Irons, <u>Plate</u> , or Bulb Iron)	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2
between bilge & middle line ditto, <u>to bilge</u>													
Transoms, material <u>Iron</u> or, if none, in what manner compensated for.													
Knight-heads, and Hawse Timbers <u>Iron</u>													

The Frames or Ribs extend in one length from Keel to Gunwale rivetted through plates with (3/4 in.) rivets, about (6 inches) apart.

The reverse angle irons on the floors extend in one length across the middle line from upper part of bilge to Gunwale alternately

Keelson, how are the various lengths of plates or angle irons connected? By Angle Iron butt straps

Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets (1 1/2 ins.) diameter averaging (4 1/2 in.) from centre to centre of rivet.

Edges from Garboards to upper part of bilge, worked carvel with a lining piece (1/2 in.) thick, or clencher, double or single rivetted; rivets (3/4 in.) diameter, averaging (3 1/2 ins.) from centre to centre of rivets.

Butts from Keel to turn of bilge, worked carvel with a lining piece (3/8 in.) thick, double or single rivetted; rivets (3/4 in.) diameter, averaging (3 1/2 ins.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? No

Edges from bilge to sheerstrake, worked carvel with a lining piece (1/2 in.) thick, or clencher, double or single rivetted; rivets (3/4 in.) diameter, averaging (3 1/2 in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? No

Edge of Sheerstrake, double or single rivetted? No

Butts from bilge to planksheers, worked carvel with a lining piece (3/8 in.) thick, double or single rivetted; rivets (3/4 in.) diameter averaging (3 1/2 ins.) from centre to centre of rivets. Breadth of laps in double rivetting (5 ins.) Breadth of laps in single rivetting (5 ins.)

Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted?

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? Beam ends turned down

Hold or Lower Deck " Beam ends turned down

Paddle " " "

No. of breasthooks Five crutches Five how are pointers compensated? Massel, Ben & Co.

What description of iron is used for the angle iron and plate iron in the vessel? Glasgow Iron Co.

Builder's Signature John Reid & Co.

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? Solid lengths
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

Her Masts, Yards, &c., are in Good condition, and sufficient in size and length. (Wood)

She has SAILS.

CABLES, &c.

ANCHORS, and their weights.

N ^o .		Fathoms.	Inches.		N ^o .	Weight.
	Fore Sails,	Chain ^{tons cuts} test 28" 2 240	1 1/2 ✓	^{tons cuts} test 16. 1. 0. 0 Anchor 14. 1. 21 1	17. 3. 17	
	Fore Top Sails,	" Stream 8" 10 90	4 1/2 ✓	" 15. 10. 1. 2. Anchor 13. 3. 18 1	17. 1. 18	
	Fore Topmast Stay Sails,	Hempen Stream Cable 90	7 1/2 ✓	" 13. 7. 2. 0 Anchor 11. 2. 0 1	14. 1. 3	
One Suit of Sails	Main Sails,	Hawser 90	5 1/2 ✓	Stream, 8. 6. 1. 0 1	6. 0. 10	
	Main Top Sails,	Towlines				
		Warp		Kedge, 5. 14. 1. 14 1	3. 1. 5	
		All of <u>Good</u> quality.		" 3. 18. 3. 0 1	1. 2. 10	
	and spare sails					

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

She has Two Life Long Boats and Three others

The present state of the Windlass is Good Capstan Good and Rudder Good with patent steering gear Pumps Three lead. Good

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

DATES of Surveys held while building as per Section 17. 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 } Occasionally while
4th. When the ship was complete, and before the plating was finally coated } building
5th. After the ship was launched }

This vessel has been seen by us occasionally while building; is built according to specification as named herein and not agreeable to Rule Table B for any particular class. And on comparing the scantlings it will be seen is nearly in conformity with the A class with some exceptions. We therefore beg to recommend her to the consideration of the Committee for classification. Midships Section herewith

The certificates of the Bower Anchors are dated 31st May 1865, and certificates of Bower Chain Cables are dated 30th June 1865, and all signed by David Logan, Superintendent, Staffordshire Public Chain and Anchor Testing Company (Limited).

The certificates of Stream and Kedge Anchors, and Stream Chain are dated 1st June 1865, and signed by James Home, Gold Hills Chain and Anchor Works, West Bromwich

In what manner are the surfaces preserved from oxidation? Portland Cement between the floors to upper part of bilges, inside and outside with three coats of Red lead.

I am of opinion this Vessel should be classed _____

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

July 11/65 Special £ 13 : 16 : "

X Certificate (if required) £ " : 5 : "

Committee's Minute 11th July 1865

Character assigned B

(A & C.P.)

H. B. 0000.

Port-Lut

I am of opinion that the ship A would meet the requirements for classification's Register
10 July 1865