4317

Register for S.S. No. 363 2nd Deck 1864

Rec 28/9/65

IRON SHIPS.

No. 2390 Survey held at Glasgow Date September 20th 1865

In the Screw S.S. "Leta" Master Walters

Tonnage O.M. 549.45 Stm Room 0.37 Coop 75.09

Tonnage Gross 733.51 Engine Room 175.06 Register 558.45 Built at Glasgow

When Built 1865 Launched 9th August 65 By whom built W. Stephen & Sons

Owners Bath & Son Port belonging to Swansea Destined Voyage South America

Where Surveyed Afloat or in Dry Dock whilst building and afloat

	Feet.	Inches.		Feet.	Inches.		Feet.	Inches.		Horse.
Length aloft	191	2	Extreme Breadth	28	2	Depth from top of Upper Deck to top of Floor	17	5½	Power of Engines	90

	Inches in Ships.			Inches required per Rule.		
Distance of Frames or Ribs 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.
Floors, Size of Angle Iron, and No. at bottom of Floor Plate	4	3	7/16	4	3	7/16
" depth and thickness of Floor Plate at mid line	20	8/16	7/16	18¾	8/16	7/16
" depth and thickness of Floor Plate at Bilge Keelson	8	.	8/16	.	.	8/16
" Size of Reversed Angle Iron, and No. at top of Floor Plate	3	3	9/16	3	2¾	9/16
Frames, Size of Angle Iron, single or double	4	3	7/16	4	3	7/16
" Reversed Iron, if to every frame or every other frame	to the upper part of the Gunwale					
Beams, Deck (No.) double Angle Iron, 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	3 feet	0 ins		3 feet	6	
" if wood (No.) sided & moulded	.	.	.	.	.	.
" Hold, or Lower Deck (No.) double Angle Iron, 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	3 feet	0 ins		3 feet	6	
" " if wood (No.) sided & moulded	.	.	.	.	.	.
" Paddle, wood, sided and moulded, or if Iron, size of Plate	.	.	.	.	.	.
" Engine " " " "	.	.	.	.	.	.
Keelson, single plate, box, or intercostal	Intercostal					
" Size of Plates	24	.	8/16	23½	.	8/16
" Size of Angle Irons	4¾	3¾	8/16	4¾	3¾	8/16
Keel to Bilge (No. Three)						

	Inches. In Ship.	16ths. In Ship.	Inches. required per Rule	16ths required per Rule.
Stem, if bar iron, moulding and thickness	7	2¾	7	3¾
" if plate iron, breadth and thickness	.	.	.	.
Stern-post, if bar iron, moulding and thickness	7	5½	7	5½
" " if plate iron, breadth and thickness	.	.	.	.
Keel, if bar iron, depth and thickness	7	2¾	7	2¾
" if plate iron, breadth and thickness	.	.	.	.
Garboard Plates, Breadth and thickness	30	15/16	.	15/16
From Garboard to upper part of Bilge		12/16		12/16
From upper part of Bilge to Sheerstrakes		9/16		9/16
Sheerstrakes, Breadth and thickness	38	15/16		12/16
Butt Straps to outside plating, Breadth and thickness	10 ins.	8/16	12/16	8/16
Planksheers	Iron			
Gunwale Plate or Stringer on ends of Up. Dk Beams	33	9/16	2½	8/16
Angle Iron on ditto	4½	3½	8/16	4½ 3½ 7/16
Diagonal Tie Plates on Beams	10	8/16	10½	8/16
Waterway	"	.		
Deck	"	.		
Ceiling in Hold	"	.		
Ceiling betwixt Decks	"	.		
Beam Clamps or Spirketting	"	.		
" Shelf	"	.		
" Stringer Plates on ends of Hold or Lower Dk Beams	22½	8/16	21	8/16
Ceiling between Decks	"	.		
Stringer or Tie Plates outside Hatchways	15½	8/16	10½	8/16
Deck Beam Clamps or Spirketting	10	8/16	.	.
" " Shelf	"	.		
Stringers in Hold	4¾	3¾	4¾	3¾ 8/16
Deck, Lower	"	.		

Description of Iron. Material. Gutter Yellow pine 3½ 5 3½ . Red pine 3 and 2 . . Battened . . . . In midships 15½ 8/16 10½ 8/16 At ends 10 8/16 . .

Deck, Upper, how fastened to Beams Nuts and Screws

Bulkheads, No. None Thickness of 7/16

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

" how secured to the sides of the ship Riveted to Iron Frames

Knight-heads, and Hawse Timbers Iron Frames

" size of vertical angle iron and their distance apart 3 × 3 × 7/16 30 ins

The Frames or Ribs extend in one length from Middle line to Gunwale rivetted through plates with (¾ in.) rivets, about (6) apart.

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

" " " on the frames " " " from Middle line to Gunwale

Keelson, how are the various lengths of plates or angle irons connected? by lining pieces

Plates, Garboard, double ~~or single~~ rivetted to keel & at upper edge, with rivets (1 & 7/8 ins.) diameter averaging (3 4½ in.) from centre to centre of rivet.

" Edges from Garboards to upper part of bilge, worked ~~carvel with a lining piece~~ (in.) thick, ~~or~~ clencher, double ~~or single~~ rivetted; rivets (¾ in.) diameter, averaging (6 3¼ ins.) from centre to centre of rivets.

" Butts from Keel to turn of bilge, worked carvel with a lining piece 7/16 thick, double ~~or single~~ rivetted; rivets (¾ in.) diameter, averaging (6 3¼ ins) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? Yes

" Edges from bilge to sheerstrake, worked ~~carvel with a lining piece~~ ( ) ~~thick~~, ~~or~~ clencher, double ~~or single~~ rivetted; rivets (¾ in.) diameter, averaging (6 3¼ in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? Yes

" Edge of Sheerstrake, double or single rivetted? Double

" Butts from bilge to planksheers, worked carvel with a lining piece 8/16, 9/16, 12/16 thick, double ~~or single~~ rivetted; rivets (1 & 7/8 in.) diameter averaging (7 3¼ ins.) from centre to centre of rivets. Breadth of laps in double rivetting (5½ ins.) 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 if necessary. } Iron Bulwarks

Waterway " " planksheer and to the Beams } Gutter

Deck Beams, how secured to the side? Welded Knees Riveted to Frames

Hold or Lower Deck " D — . — D — . — D

Paddle " "

No. of breasthooks Five crutches Five how are pointers compensated? all Stringers run through

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

Builder's Signature

Alex Stephen & Sons

4317 Lon

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 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, 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

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

She has **SAILS.**

No.	
A single Suit of Sails and	Fore Sails,
	Fore Top Sails,
	Fore Topmast Stay Sails,
	Main Sails,
	Main Top Sails,

CABLES, &c. Tested by Mr Bulkan June 20th & 30th 1865

	Fathoms.	Inches.
Chain	270	1 3/8
3/4 Hempen Stream Cable 34 Tons.	90	8
Hawser	75	7/8
Towlines	90	6 1/2
Warp	90	4 1/2

All of Good quality.

ANCHORS and their weights. Tested by Mr Logan Aug 5th & 15th 1865

No.	Weight
Bower,	3
Stream,	1
Kedge,	2

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

She has One 23 feet Long Boat and one Life Boat, Jolly Boat and Gig

The present state of the Windlass is Iron Capstan Iron and Rudder Iron Pumps Iron and Efficient

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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 Built under Speci
2nd. On the plating during the progress of rivetting Survey from the 29th March till Sa
3rd. When the beams were in and fastened, and before the decks were laid 30th September 1865
4th. When the ship was complete, and before the plating was finally coated
5th. After the ship was launched

Lower masts and Bowsprit of Iron of three plates to thick. Lan double clenched, butts treble carvel rivited. Fore & Main Ya also Fore and Main Topsail Yards of to Puddled Steel lan single and Butts double rivited; Fitted with a Poop and Forecastle and a House in midships for part of the Crew

In what manner are the surfaces preserved from oxidation? Flat of Bottom with Tatland Cement remainder with Black Varnish

I am of opinion this Vessel should be classed A 1

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

Special .....£36 : 14 .

Certificate (if required) .....£ Gratis

Committee's Minute 29th September 1865

Character assigned A 1

A + C. P

This Steam Ship built of Iron appears eligible for Classification as recommended above

W.A.T. Sept 29/65

J. Logan