

IRON SHIPS.

No. 2396 Survey held at Glasgow Date 14th October 1865
 on the S.S. Earl King Master James MacLure
 Tonnage under tonnage deck 1200.95 Built at Glasgow When built 1865 Launched Sept. 1865
 Ditto of poop 133.6 or spar deck 9.62 By whom built A. & J. Inglis Owners Robertson & Co.
 Ditto of engine room 299.88
 Total Register tonnage 1044.31 Port belonging to London Destined Voyage Australia
 Gross tonnage 1344.19
 Surveyed while Building, Afloat, or in Dry Dock whilst building and afloat

Length aloft		Extreme Breadth		Depth from top of Upper Deck Beam to top of Floor		Power of Engines		Horse.		N ^o . of Decks		
Feet.	Inches.	Feet.	Inches.	Feet.	Inches.	Feet.	Inches.	Horse.	Inches.	16ths.	Inches.	16ths.
24	5	34	5	31	8	31	8	150	150	150	150	150

Dimensions of Ship per Register, length 250 breadth 34.5 depth 31.8

	Inches in Ship.	Inches required per Rule.		Inches in Ship.	Inches required per Rule.
Keel, if bar iron, depth and thickness	9 x 3	9 x 3	Plates in Garboard Strakes, breadth and thickness	30	30
if plate iron, breadth and thickness	9 x 3	9 x 3	Ditto from Garboard to upper part of Bilges	40	40
Stem, if bar iron, moulding and thickness	9 x 3	9 x 3	from upper part of Bilge to a perpendicular height from upper side of Keel of 2/3 the entire depth of Hold	40	40
if plate iron, breadth and thickness	9 x 3	9 x 3	from 2/3 the depth of Hold to lower edge of Sheerstrake	40	40
Stern-post, if bar iron, moulding and thickness	10 1/2 x 5 1/2	10 x 5	Sheerstrake, breadth and thickness	30	30
if plate iron, breadth and thickness	10 x 5	10 x 5	Butt Straps to outside plating, breadth and thickness	10	10
Distance of Frames from moulding edge to moulding edge, all fore and aft	21	21	Gunwale Plate or Stringer on ends of Upper Deck Beams, breadth and thickness	30	30
Frames, Size of Angle Iron, single or double	5 x 3	5 x 3	Angle Iron on ditto	5 x 3	5 x 3
Reversed Iron, if to every frame	5 x 3	5 x 3	Stringer or Tie Plates fore and aft, on Upper Deck Beams, outside Hatchways	13 1/2	13 1/2
Hold, if to every other frame	5 x 3	5 x 3	Diagonal Tie Plates on ditto	13 1/2	13 1/2
Floors, depth and thickness of Floor Plate at mid line	23	23	Planksheer, materials and scantlings	13 1/2	13 1/2
Ditto ditto at Bilge Keelson	11	11	Waterway ditto ditto	13 1/2	13 1/2
Size of Reversed Angle Iron, and No. 1 & 2 at top of Floor Plate	3 1/2	3 1/2	Flat of Upper Deck, thickness and material	4	4
Beams, Deck (N ^o . - - -) double Angle Iron, Plate, Tee, or Bulb Iron	8 1/2	8 1/2	how fastened to Beams	4	4
double single Angle Iron, on upper edge	3 1/2	3 1/2	Ceiling betwixt Decks and in Hold, thickness and material	2	2
average space between	3 feet	3 feet	Clamps or Spirketting ditto	2	2
Hold, or Lower Deck (N ^o . - - -) double Angle Iron, Plate, Tee, or Bulb Iron	8 1/2	8 1/2	Stringer Plates on ends of Hold or Lower Deck Beams, breadth and thickness	13 1/2	13 1/2
double single Angle Iron, on upper edge	3 1/2	3 1/2	Stringer or Tie Plates fore and aft outside Hatchways, on Hold or Lower Deck Beams	13 1/2	13 1/2
average space between	3 feet	3 feet	Stringers in Hold	5 1/2	5 1/2
Paddle, sided and moulded, thickness of Plate size of Angle Iron	3	3	Flat of Lower Deck, thickness and material	4	4
Engine	3	3	Main piece of Rudder, diameter at head	34	34
Keelson, single or double plate, box, or intercostal	28 1/2	28 1/2	at heel	34	34
Size of Plates	28 1/2	28 1/2	(Can the Rudder be unshipped afloat)	Yes	Yes
Size of Angle Irons	5 1/2	5 1/2	Bulkheads, N ^o . Five Thickness of	70	70
Side, single or double plate, box, or intercostal	20	20	Height up upper deck	70	70
Bilge (N ^o . - - -) at each Bilge, single, or double, plate, or box	5 1/2	5 1/2	how secured to the sides of the ship	70	70
Transoms, material	5 1/2	5 1/2	size of vertical angle irons	70	70
Knight-heads, and Hawse Timbers	5 1/2	5 1/2		70	70

The Frames extend in one length from middle line to Gunwale rivetted through plates with (7 in.) rivets, about (0) apart.

The reverse angle irons on the floors extend in one length across the middle line from upper part of Hold Beams to D.

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

Plates, Garboard, double or rivetted to keel, double or at upper edge, with rivets (7/8 in.) diameter, averaging (3 in.) apart.

Edges from Garboards to upper part of bilge, worked clencher, double or single rivetted; with rivets (7/8 in.) diameter, averaging (3 in.) apart.

Butts from Keel to turn of bilge, worked carvel with butt straps (1/8 x 1/8) thick, 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 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 (1/8 x 1/8) thick, double or single rivetted; with rivets (7/8 in.) diameter, averaging (3 in.) apart.

Breadth of laps in double rivetting (7 in.) Breadth of laps in single rivetting (7 in.)

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 Two Bulwarks

Waterway, planksheer and to the Beams if necessary Two and four bolts

Deck Beams, how secured to the side? Welded knees rivetted to Frames

Hold or Lower Deck ditto 5

Paddle, No. of breasthooks Five crutches Five

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

Manufacturer's name or trade mark At & J. Inglis

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

Builder's Signature At & J. Inglis

Surveyor's Signature A. J. Inglis

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 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.

4342 Lm

She has SAILS.

Tested by M. V. Reade

CABLES, &c.

Tested by M. V. Reade

ANCHORS, and their weights.

N ^o .		19 th 30 th Aug ^r 1865	Fathoms.	Inches.	Tested to Tons.	N ^o .	Weight Ex. Stock	Tested to Tons.
<i>double</i>	Fore Sails,	Chain	300	170	5 1/2			
	Fore Top Sails,	Hempen Stream Cable	90	10				
<i>single</i>	Fore Topmast Stay Sails,	Hawser <i>Chain</i>	90	15				
	Main Sails,	Towlines	90	9				
<i>single</i>	Main Top Sails,	Warp	90	5 1/2				
		All of <i>Good</i> quality.						

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

She has *two 28 feet* Long Boat and *two 25 feet and two of 20 feet*

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

Order for Special Survey DATES of 1st. On the several parts of the frame, when in place, and before the plating was wrought

No. *367* Surveys held

Date *Aug 17/65* while building

Order for Ordinary Survey as per

No. *1* Section 18.

Date *1/10/65*

2nd. On the plating during the progress of rivetting *Built under Special Survey from the 14th Sept to the 14th October 1865*
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

State if she has a Spar Deck *two* Poop *Yes* or Forecastle *Yes*

General Remarks,

The whole of the Butts and edges of Plating are planed. Butt Straps to Sheerstrake are tuble riveted. Diagonals fitted on Deck and Hold Beams 15x40, the second Butt head from forward extended as high as Hold Beams. Butt Bars fitted to middle line and side intercostal keelsons 12x40 as compensation for some of the side intercostal plates being a 10 skin. Fore. main and Bowsprit of iron of three plates 10x40 lands double clinched. Butts tuble carvel riveted. Fore and Main Yards of two plates 40 sheer, lands single clinched. Butts tuble carvel riveted. Fitted with three steam Winches on deck.

In what manner are the surfaces preserved from oxidation? Inside *Flat of Bottom coated with Roman Cement*

Ditto ditto

Outside *Red Lead and Oil paint*

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

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

Oct 1865 Special £ 67 : 4 : :

Certificate (if required) £ *gratis*

Committee's Minute *20th October 1865*

Character assigned *A*

A. Darling
This Iron Steam Steamer appears eligible for Classing as recommended above

Oct 19/65

Lloyd's Register Foundation