

# IRON SHIPS.

Rec 19/10/65

No. 2396 Survey held at Glasgow Date 14<sup>th</sup> October 1865  
 on the S.S. "Earl King" Master James MacLennan  
 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 299.80  
 Total Register tonnage 1044.37 Port belonging to London Destined Voyage Australia  
 Gross tonnage 1344.10  
 Surveyed while Building, Afloat, or in Dry Dock whilst building and afloat

PLANS CASE

Length aloft 245 Extreme Breadth 34.5 Depth from top of Upper Deck Beam to top of Floor 31 Power of Engines 150 No. of Decks Two  
 Dimensions of Ship per Register, length 250 breadth 34.5 depth 31

	Feet.		Inches.		Feet.		Inches.		Horse.	No. of Decks
	In Ship									
Keel, if bar iron, depth and thickness	9	3	9	3						
" if plate iron, breadth and thickness										
Stem, if bar iron, moulding and thickness	9	3	9	3						
" if plate iron, breadth and thickness										
Stern-post, if bar iron, moulding and thickness	10 1/2	5 1/2	9	0						
" if plate iron, breadth and thickness										
Distance of Frames from moulding edge to moulding edge, all fore and aft	31		31							
Frames, Size of Angle Iron, single or double	5	3 1/2	9							
" Reversed Iron, if to every frame										
" to every other frame										
Floors, depth and thickness of Floor Plate at mid line	33		33							
" Ditto ditto at Bilge Keelson	11		11							
" Size of Reversed Angle Iron, and No. 1 & 2 at top of Floor Plate	3 1/2	3	9	3 1/2	3					
Beams, Deck (No. 1 - 4) double Angle Iron, Plate, Tee, or Bulb Iron	8 1/2		8 1/2							
" double single Angle Iron, on upper edge	3 1/2	3	9	3 1/2	3					
" average space between	3 feet		3 feet		0					
" Hold, or Lower Deck (No. 1 - 4) double Angle, Tee, Plate, or Bulb Iron	8 1/2		8 1/2							
" double single Angle Iron, on upper edge	3 1/2	3	9	3 1/2	3					
" average space between	3 feet		3 feet		0					
" Paddle, sided and moulded, thickness of Plate size of Angle Iron										
" Engine										
Keelson, single or double plate, box, or intercostal										
" Size of Plates	28 1/2		28 1/2							
" Size of Angle Irons	5 1/2	4 1/2	9	5 1/2	4 1/2					
" Side, single or double, plate, box, or intercostal	20		20							
" Bilge (No. 1 - 4) at each Bilge, single, or double, plate, or box	5 1/2	4 1/2	9	5 1/2	4 1/2					
Transoms, material <u>Iron</u> , if none, in what manner compensated for.										
Knight-heads, and Hawse Timbers <u>Iron Frames</u>										
The Frames extend in one length from <u>middle line</u> to <u>Gunnwale</u> rivetted through plates with ( <u>1/2</u> in.) rivets, about ( <u>0</u> ) apart.										
The reverse angle irons on the floors extend in one length across the middle line from <u>upper part of Hold Beams</u> to <u>D</u>										
" on the frames " " " from <u>middle line</u> to <u>Gunnwale</u>										
Keelson, how are the various lengths of plates or angle irons connected? <u>by lining pieces</u>										
Plates, Garboard, double or rivetted to keel, double or at upper edge, with rivets ( <u>1/2</u> pins.) diameter, averaging ( <u>3</u> in.) apart.										
" Edges from Garboards to upper part of bilge, worked clencher, double or single rivetted; with rivets ( <u>1/2</u> in.) diameter, averaging ( <u>3</u> ins.) apart.										
" Butts from Keel to turn of bilge, worked carvel with butt straps ( <u>1/8</u> & <u>1/10</u> ) thick, double or single rivetted; with rivets ( <u>7/8</u> in.) diameter, averaging ( <u>3</u> ins.) apart. Do the butt straps lap over and rivet through the lands of the strake below? <u>No</u>										
" Edges from bilge to sheerstrake, worked <u>carvel with lining piece</u> ( ) thick, or clencher, double or single rivetted; with rivets ( <u>7/8</u> in.) diameter, averaging ( <u>3</u> in.) apart. Do the butt straps lap over and rivet through the lands of the strake below? <u>No</u>										
" Edges of Sheerstrake, double or single rivetted? At upper edge <u>Single</u> At lower edge <u>Double</u>										
" Butts from bilge to planksheers, worked carvel with butt straps ( <u>1/8</u> & <u>1/10</u> ) thick, double or single rivetted; with rivets ( <u>7/8</u> in.) diameter, averaging ( <u>3</u> ins.) apart. Breadth of laps in double rivetting ( <u>1/2</u> in.) Breadth of laps in single rivetting ( <u>1/2</u> in.)										
Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted? <u>Double</u>										
Planksheer, how secured to the plating of the sides Explain by sketch <u>Two Bulwarks</u>										
Waterway " " planksheer and to the Beams if necessary. <u>But and screw bolts</u>										
Deck Beams, how secured to the side? <u>Welded knees rivetted to Frames</u>										
Hold or Lower Deck ditto										
Paddle " " No. of breasthooks <u>Five</u> crutches <u>Five</u>										
What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.? <u>Casthead Billed</u>										
Manufacturer's name or trade mark										

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

Builder's Signature A. & J. Inglis Surveyor's Signature A. P. Pauling

**Workmanship.** Are the lands or laps of the clinchwork 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.		CABLES, &c.				ANCHORS, and their weights.			
No.		19 <sup>th</sup> & 20 <sup>th</sup> Aug 1865	Fathoms.	Inches.	Tested to Tons.	21 <sup>st</sup> 24 <sup>th</sup> 28 <sup>th</sup> Aug 1865	No.	Weight Ex. Stock	Tested to Tons.
<u>double</u>	Fore Sails,	Chain	300	1 1/2	5 1/2	Bowers,	3	28. 2. 7. 27. 10. 1. 2. 1.	2. 0. 1. 2.
<u>but</u>	Fore Top Sails,	Hempen Stream Cable	90	10				28. 1. 28. 7. 10. 0. 20.	7. 1. 1. 2. 7.
<u>and</u>	Fore Topmast Stay Sails,	Hawser <u>le chain</u>	90	15				23. 3. 21. 23. 16. 2. 7.	5. 1. 2. 4.
	Main Sails,	Towlines	90	9		Stream,	1	11. 1. 0. 11. 9. 0. 0.	
	Main Top Sails,	Warp	90	5 1/2		Kedges,	2	5. 1. 2. 2. 0. 10. 1. 0.	3. 0. 1. 4. 5. 1. 1. 0.
		All of <u>Good</u> 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 2nd. On the plating during the progress of rivetting Built under Special Survey  
 Date Aug 17/65 while building 3rd. When the beams were in and fastened, and before the decks were laid from the 14<sup>th</sup> till  
 Order for Ordinary Survey as per 4th. When the ship was complete, and before the plating was finally coated to the 14<sup>th</sup> October  
 No. 1 Section 18. 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 1 1/2 x 50, the second Butt head from forward extended as high as Hold Beams. Butt Bars fitted to middle line and side intercostal keelsons 1 1/2 x 50 as compensation for some of the side intercostal plates being a 70 skin. Fore main and Bowsprit of two of three plates 70 & 70 lands double clinched, butts tuble carvel riveted. Fore and Main Yards of two plates 70 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,  
Bot Special ..... £ 67 : 4 : :  
 Certificate (if required) ..... £ 10 : : :

Committee's Minute 20<sup>th</sup> October 1865

Character assigned A  
ML W

A. Darling  
 This Iron Screw Steamer appears eligible for Classing as recommended above  
 Oct 19/65  
 Lloyd's Register Foundation