

IRON SHIPS.

2490 Survey held at Middlebro' Date 24 August 65 to 14 February 1866
the S.S. "DRUID" Master Capt. Pearson
nage under tonnage deck 651.89 Built at Middlebro' When built 1865 Launched 16 December 65
to of ^{half} ~~whop~~ 25.95
ouse on deck. 17.85 By whom built Radcliff Fox & Co Owners R M Hudson & Son
to of engine room 143.41
al Register tonnage 552.28 Port belonging to Swadland Destined Voyage Mediterranean
ass tonnage 605.69
Surveyed while Building, Afloat, or in Dry Dock While Building To 600 Tons Scale A grades

Feet. Inches. 193 9 Extreme Breadth 28 8 Depth from top of Upper Deck Beam to top of Floor 16 6 1/2 Power of Engines 90 No. of Decks one

Dimensions of Ship per Register, length 194.4 breadth 28.7 depth 16.4

	Inches in Ship.	Inches required per Rule.	Inches in Ship.	Inches required per Rule.	16ths required per Rule.
Plates in Garboard Strakes, breadth and thickness	30	10/16	30	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 3/4ths the entire depth of Hold	8/16		8/16		
,, from 3/4ths depth of Hold to lower edge of Sheerstrake	7/16		7/16		
,, Sheerstrake, breadth and thickness	34 1/2	11/16	30	11/16	
Butt Straps to outside plating, breadth and thickness	9 x 7/16	11/16	8 1/4	7/16	
Gunwale Plate or Stringer on ends of Upper Deck Beams, breadth and thickness	27 3/4	8/16	27 1/2	8/16	
Angle Iron on ditto	11	8/16	4 1/2	3 1/2	7/16
Stringer or Tie Plates fore and aft, on Upper Deck Beams, outside Hatchways	11	8/16	10 1/2	8/16	
Diagonal Tie Plates on ditto	11	8/16	10 1/2	8/16	
Planksheer, materials and scantlings					
Waterway ditto ditto					
Flat of Upper Deck, thickness and material	3 1/2	4.7	3 1/2		
,, how fastened to Beams	1/2	1/2			
Ceiling betwixt Decks and in Hold, thickness and material	2 1/2	12.5			
Clamps or Spirketting ditto					
Stringer Plates on ends of Hold or Lower Deck Beams, breadth and thickness	20 1/2	8/16	20 1/2	8/16	
Stringer or Tie Plate fore and aft outside Hatchways, on Hold or Lower Deck Beams	10 1/2	8/16	10 1/2	8/16	
Stringers in Hold	4 1/2	3 1/2	4 1/2	3 1/2	7/16
Flat of Lower Deck, thickness and material	4 3/4		4 3/4		
Main piece of Rudder, diameter at head	2 3/4		2 3/4		
,, at heel					
(Can the Rudder be unshipped afloat)	Yes				
Bulkheads, No. 4 Thickness of	6/16		6/16		
,, Height up	3 to main deck		3 to main deck		
,, how secured to the sides of the ship	double frames & broad beams		double frames & broad beams		
,, size of vertical angle irons	3 x 3 x 1/4		30 ins		
,, and their distance apart	30 ins				
,, rivetted through plates with	3/4 in. rivets, about 6 ins apart.				
,, on the frames	from top of Bilge to Gunwale on alternate frames.				
Keelson, how are the various lengths of plates or angle irons connected?	Butts shifted & strapped & rivetted.				
Plates, Garboard, double or single rivetted to keel, double or single rivetted; with rivets	3/4 ins. diameter, averaging 2 3/4 ins. apart.				
Edges from Garboards to upper part of bilge, worked clencher, double or single rivetted; with rivets	3/4 in. diameter, averaging 2 3/4 ins. apart.				
Butts from Keel to turn of bilge, worked carvel with butt straps	9 x 9/16 thick, double or single rivetted; with rivets 3/4 in. diameter, averaging 2 3/4 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 3/4 in. diameter, averaging 2 3/4 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 from Bulb at lower edge Double				
Butts from bilge to planksheers, worked carvel with butt straps	9 x 8/16 thick, double or single rivetted; with rivets 3/4 in. diameter, averaging 2 3/4 ins. apart. Breadth of laps in double rivetting 4 1/2 Breadth of laps in single rivetting 2 3/4				
Straps of Keelsons, Stringer and Tie Plates, double or single rivetted?	Double 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 and knees welded.				
Upper or Lower Deck ditto	do				
No. of breasthooks	4				
crutches	2				
Description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.?	Good				
Manufacturer's name or trade mark	Sherrin - Sherrin - North Yorkshire				
We certify that the above is a correct description of the several particulars therein given.					
Builder's Signature	James Purdie				
Surveyor's Signature	James Purdie				

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 the rivetted edges and butts, and at least three and a quarter times the diameter of the rivets where single rivetting is admitted? They are
Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies? They are
Do the fillings between the ribs and plates fill in solid with single pieces? or are they in short lengths of various thicknesses? single solid pieces
Do the holes for rivetting plate to frames, butt straps, or plate to plate, &c., conform well to each other? They do and are the rivet holes well and sufficiently countersunk in the outer plate? sufficiently countersunk
Are there any rivets which either break into or have been put through the seams or butts of the plating? a few in 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.)

General Remarks continued - she is fitted with a house on deck - aft
Engine Hatch and under Bridge 13 feet 4 x 17 feet 6 in x 7 feet 6 in
Iron frames 3 1/2 x 3 x 7/16 Beams 4 x 3 x 7/16 spaced 4 feet 3 in. plating
2 1/2 fastened with J.I. Bolts 9/16 diam
She has SAILS. CABLES, &c. ANCHORS, and their weights.

No.		Chain	Fathoms.	Inches.	Tons.		No.	Weight.	Tons.
one suit and	Fore Sails,	270	1 9/16	34		Bowers,	3	16.3.21	18
	Fore Top Sails,	190	12/16	10 2/20				16.3.21	18
	Fore Topmast Stay Sails,	90	8 1/2					14.0.0	15
	Main Sails,	90	6 1/2			Stream, <i>stock included</i>	1	6.3.21	7
	Main Top Sails,	90	5					3.2.22	5
	All of <u>good</u> quality.					Kedges,	2	1.3.6	3

Her Standing and Running Rigging Wire Hemp Manila sufficient in size and good in quality.

She has one Long Boat and one Life and one pig

The present state of the Windlass is greenheart Capstan and Rudder good Pumps 3 - 2 trans. chambers 3 1/2 1 cast iron 5 1/2

Order for Special Survey DATES of 1st. On the several parts of the frame, when in place, and before the plating was wrought seen
No. 234 2d. On the plating during the progress of rivetting twice each
Date 26 August while building 3rd. When the beams were in and fastened, and before the decks were laid once
Order for Ordinary Survey as per 4th. When the ship was complete, and before the plating was finally coated while Building
No. Section 18. 5th. After the ship was launched

State if she has a Span Deck Half Poop decking Y.I. or Forecastle 2 1/8 fastened with J.I. Bolts
8/16. from Pop. Watertight 11 x 5. Leak and J.I.

General Remarks,

See Secretary letter 8 Sept 05 and tracing same with
she is fitted with a "double bottom" extending from after Engine Room Bulkhead to aftermost Bulkhead - being a Sault of 63 feet
frames. all cut in the way of Sault side plates - and connected to
these plates with plate tubes 6/16 thick - side fore and aft plates
20 x 7/16 tapering to 13 x 7/16 at after end - having a bar of angle iron
3 1/2 x 3 1/2 x 7/16 on lower edge - close Rivetted through shell plating
9/16. Bar on upper edge 3 x 2 3/4 x 6/16 close Rivetted to Sault top -
plating which is 6/16. Single Rivetted Edges & Butts (3/4 Rivets) - Sault
supported by (4) fore and aft plates 2 1/2 x 6/16 with angle iron on each
edge. 2 1/2 x 2 1/2 x 6/16 - Rivetted to Room and Sault top - The middle
stir keelson under Sault. plates 21 x 8/16 with 4 angles 4 1/2 x 3 1/2 x 7/16
forward of this reduced to 12 x 9/16 with plate on top. 7 1/2 x 8/16 -

ship being over 11 depths. The sheerstrakes increased for 2/16 for Stowage
the length of vessel - she is fitted with a Raised Quarter deck - at
frames to top height plating 6/16 - single Rivetted at Edges, double at Butts
3/4 Rivets. Beams. Iron Bars of A.I. 5 x 3 x 9/16 and 2 1/2 x 2 1/2 x 6/16 stringers
21 x 7/16 with A.I. on top. 4 x 3 x 7/16 - Lie plates 10 x 5/16 (see above)

In what manner are the surfaces preserved from oxidation? Inside Bottom cemented all other work
Ditto ditto Outside inside and out with 3 coats of paint

I am of opinion this Vessel should be Classed B

The amount of the Fee £ 5 : 0 : 0 is received by me,

John W. M. Special £ 34 : 15 : 0

Certificate (if required) £ : :

Committee's Minute 16th February 18 06

Character assigned B

A & C, P

James Purdie

This has been approved
eligible for Classification as
recommended above.
Lloyd's Register
Foundation