

IRON SHIPS.

No. 2531 Survey held at Marshall Date 1st Oct. 1888
 on the Screw Steamer "The Swan" Master Wylie
 Tonnage under tonnage deck 53.55 Built at Marshall When built 1880 Launched 22nd Aug 1880
 Ditto of poop or spar deck _____ By whom built J. R. Swan Owners J. Stewart
 Ditto of engine room 17.17
 Total Register tonnage 53.55 Port belonging to Glasgow Destined Voyage Colonial & India
 Surveyed while Building, Afloat, or in Dry Dock whilst building and afloat

Length aloft	Feet. Inches.	Extreme Breadth	Feet. Inches.	Depth from top of Upper Deck Beam to top of Floor	Feet. Inches.	Power of Engines	Horse.	No. of Decks
(Dimensions of Ship per Register, length)	<u>55.1</u>	breadth	<u>17</u>	depth	<u>8.85</u>			<u>One</u>
Keel, if bar iron, depth and thickness	<u>0 x 1 1/4</u>	Inches in Ship.	<u>0 x 1 1/2</u>	Inches required per Rule.		Plates in Garboard Strakes, breadth and thickness	<u>35</u>	<u>7/8</u>
„ if plate iron, breadth and thickness	<u>0 x 1 1/4</u>		<u>0 x 1 1/2</u>			Ditto from Garboard to upper part of Bilges	<u>5/8</u>	<u>5/8</u>
Stem, if bar iron, moulding and thickness	<u>0 x 1 1/4</u>		<u>0 x 1 1/2</u>			„ from upper part of Bilge to a perpendicular height from upper side of Keel of 3/8ths the entire depth of Hold	<u>7/8</u>	<u>5/8</u>
„ if plate iron, breadth and thickness	<u>0 x 1 1/4</u>		<u>0 x 1 1/2</u>			„ from 3/8ths depth of Hold to lower edge of Sheerstrake	<u>4/8</u>	<u>5/8</u>
Stern-post, if bar iron, moulding and thickness	<u>5 x 1 1/2</u>		<u>0 x 3</u>			„ Sheerstrake, breadth and thickness	<u>32</u>	<u>7/8</u>
„ if plate iron, breadth and thickness	<u>5 x 1 1/2</u>		<u>0 x 3</u>			Butt Straps to outside plating, breadth and thickness	<u>5</u>	<u>5/8</u>
Distance of Frames from moulding edge to moulding edge, all fore and aft	<u>21</u>		<u>21</u>			Gunwale Plate or Stringer on ends of Upper Deck Beams, breadth and thickness	<u>12</u>	<u>5/8</u>
Frames, Size of Angle Iron, single or double	<u>2 1/2</u>	Inches in Ship.	<u>2 1/2</u>	Inches required per Rule.	<u>5</u>	Angle Iron on ditto	<u>3 x 2 1/2</u>	<u>5/8</u>
„ Reversed Iron to every frame	<u>2 1/2</u>		<u>2 1/2</u>		<u>5</u>	Stringer or Tie Plates fore and aft, on Upper Deck Beams, outside Hatchways		
„ or every other frame	<u>2 1/2</u>		<u>2 1/2</u>		<u>5</u>	Diagonal Tie Plates on ditto		
Floors, depth and thickness of Floor Plate at mid line	<u>10</u>		<u>4 10</u>		<u>5/8</u>	Planksheer, materials and scantlings	<u>3 1/2</u>	<u>Red Pine</u>
„ Ditto ditto at Bilge Keelson	<u>4</u>		<u>4</u>		<u>5/8</u>	Waterway ditto ditto	<u>3 1/2</u>	<u>Red Pine</u>
„ Size of Reversed Angle Iron, and No. at top of Floor Plate	<u>2</u>		<u>2</u>		<u>5/8</u>	Flat of Upper Deck, thickness and material	<u>2 1/2</u>	<u>Yellow Pine</u>
Beams, Deck (No.) double Angle Iron, Plate, Tee, or Bulb Iron	<u>4</u>		<u>4</u>		<u>5/8</u>	„ how fastened to Beams	<u>nut and screw</u>	
„ double or single Angle Iron, on edge	<u>4</u>		<u>4</u>		<u>5/8</u>	Ceiling betwixt Decks and in Hold, thickness and material	<u>Battens</u>	
„ average space between	<u>3</u>		<u>3</u>		<u>5/8</u>	Clamps or Spirketting ditto	<u>2</u>	<u>Red pine</u>
„ Hold, or Lower Deck (No.) double Angle, Tee, Plate, or Bulb Iron						Stringer Plates on ends of Hold or Lower Deck Beams, breadth and thickness		
„ double or single Angle Iron on edge						Stringer or Tie Plates fore and aft outside Hatchways, on Hold or Lower Deck Beams		
„ average space between						Stringers in Hold	<u>4</u>	<u>4</u>
„ Paddle, sided and moulded, thickness of Plate size of Angle Iron						Flat of Lower Deck, thickness and material	<u>3</u>	<u>3</u>
„ Engine „ Angle Bars	<u>2 1/2</u>		<u>2 1/2</u>		<u>5/8</u>	Main piece of Rudder, diameter at head	<u>3</u>	<u>3</u>
Keelson, single or double plate, box, or intercostal	<u>2 1/2</u>		<u>2 1/2</u>		<u>5/8</u>	„ „ „ at heel	<u>2</u>	<u>2</u>
„ Size of Plates						(Can the Rudder be unshipped afloat)	<u>Yes</u>	
„ Size of Angle Irons						Bulkheads, No. Thickness of	<u>2</u>	<u>2</u>
„ Side, single or double, plate, box, or intercostal						„ Height up upper deck		
„ Bilge (No.) at each Bilge, single, or double, plate, or box	<u>4</u>		<u>4</u>		<u>5/8</u>	„ how secured to the sides of the ship	<u>riveted between two</u>	
Transoms, material or, if none, in what manner compensated for.	<u>See how</u>					„ size of vertical angle irons and their distance apart	<u>30 & 28</u>	
Knight-heads, and Hawse Timbers	<u>See how</u>					The Frames extend in one length from	<u>Middle line to Gunwale</u>	
The Frames extend in one length from	<u>Middle line to Gunwale</u>					The reverse angle irons on the floors extend in one length across the middle line from	<u>upper part of Bilge to D</u>	
The reverse angle irons on the floors extend in one length across the middle line from	<u>upper part of Bilge to D</u>					„ „ „ on the frames „ „ „ from	<u>Middle line to Gunwale</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, or	<u>single at angle</u>	
Plates, Garboard, double or rivetted to keel, or	<u>single at angle</u>					„ Edges from Garboards to upper part of bilge, worked clencher, double or single rivetted; with rivets (5/8 in.) diameter, averaging (1 1/2 in.) apart.		
„ Edges from Garboards to upper part of bilge, worked clencher, double or single rivetted; with rivets (5/8 in.) diameter, averaging (1 1/2 in.) apart.						„ Butts from Keel to turn of bilge, worked carvel with butt straps (7/8, 5/8) thick, double or single rivetted; with rivets (5/8 in.) diameter, averaging (1 1/2 in.) apart.		
„ Butts from Keel to turn of bilge, worked carvel with butt straps (7/8, 5/8) thick, double or single rivetted; with rivets (5/8 in.) diameter, averaging (1 1/2 in.) 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 carvel with a lining piece () thick, or clencher, double or single rivetted; with rivets (5/8 in.) diameter, averaging (1 1/2 in.) 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 carvel with a lining piece () thick, or clencher, double or single rivetted; with rivets (5/8 in.) diameter, averaging (1 1/2 in.) apart.						„ Edges of Sheerstrake, double or single rivetted? At upper edge <u>single to angle</u> At lower edge <u>single</u>		
„ Edges of Sheerstrake, double or single rivetted? At upper edge single to angle At lower edge single						„ Butts from bilge to planksheers, worked carvel with butt straps (7/8, 5/8, 5/8) thick, double or single rivetted; with rivets (5/8 in.) diameter, averaging (1 1/2 in.) apart. Breadth of laps in double rivetting () Breadth of laps in single rivetting (3/4) Rivets		
„ Butts from bilge to planksheers, worked carvel with butt straps (7/8, 5/8, 5/8) thick, double or single rivetted; with rivets (5/8 in.) diameter, averaging (1 1/2 in.) apart. Breadth of laps in double rivetting () Breadth of laps in single rivetting (3/4) Rivets						Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted? <u>Double</u>		
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 <u>nut and screw bolts</u>		
Planksheer, how secured to the plating of the sides Explain by sketch nut and screw bolts						Waterway „ „ planksheer and to the Beams if necessary, <u>nut and screw bolts</u>		
Waterway „ „ planksheer and to the Beams if necessary, nut and screw bolts						Deck Beams, how secured to the side. <u>Plate knees rivetted to frames</u>		
Deck Beams, how secured to the side. Plate knees rivetted to frames						Hold or Lower Deck ditto		
Hold or Lower Deck ditto						Paddle „ „ No. of breasthooks <u>two</u> crutches <u>two</u>		
Paddle „ „ No. of breasthooks two crutches two						What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.? <u>Connell's Crown</u>		
What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.? Connell's Crown						Manufacturer's name or trade mark		

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

Builder's Signature J. R. Swan Surveyor's Signature J. R. Swan

5119 Iron

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? No

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.)

She has SAILS.		CABLES, &c.			ANCHORS, and their weights.			
No.			Fathoms.	Inches.	Tested to Tons.	No.	Weight. Ex. Stock	Tested to Tons.
<u>1</u>	Fore Sails,	Chain	<u>60</u>	<u>3</u>	<u>6.15.0</u>	<u>2</u>	<u>2.1.1</u>	<u>4.15.1</u>
<u>1</u>	Fore Top Sails,	Hempen Stream Cable	<u>80</u>	<u>4</u>			<u>2.0.18</u>	<u>4.13.3</u>
<u>1</u>	Fore Topmast Stay Sails,	Hawser	<u>80</u>	<u>3</u>			<u>2.4</u>	
	Main Sails,	Towlines	<u>50</u>	<u>5</u>			<u>1.0.0</u>	
	Main Top Sails,	Warp						
	and	All of <u>Good</u> quality.						
		Kedges,				<u>1</u>		

Her Standing and Running Rigging Gal. to wire & Hemp sufficient in size and Good in quality.

She has a fifteen feet Long Boat and

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

Order for Special Survey No. 1 DATES of Surveys held while building

Order for Ordinary Survey No. 1 as per Section 18.

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 Built under ordinary survey

3rd. When the beams were in and fastened, and before the decks were laid from 1st length the

4th. When the ship was complete, and before the plating was finally coated 1st Oct. 1866

5th. After the ship was launched

State if she has a Spar Deck No Poop No or Forecastle No

General Remarks,

This lighter is built in conformity with the accompanying approved Midship Section for River purposes &c

The out fit is not in conformity with the present Rules for sea going vessels, but for River purposes &c

Shunt may be deemed sufficient

In what manner are the surfaces preserved from oxidation? Inside Red Lead

Ditto ditto Outside Red Lead and Oil Paints

I am of opinion this Vessel should be Classed B for river purposes

The amount of the Fee£ 1 : 2 : 0 is received by me,

Special£ 2 : 2 : 0

Certificate (if required)£ 4 : 2 : 0

Committee's Minute 16th October 1866

Character assigned B

For River purposes only above.

W.M.

S. J. Darling

This small screw steamer appears eligible for River purposes as recommended if the Committee are satisfied with the length of Chain Cable &c as stated

Oct 15/66