

IRON SHIPS.

5233

Rec 11/1/67

1866

Survey held at Port Glasgow Date 17th Decr

Steamer "Adelaide" Master Malcolm Macquodale

Keel under tonnage deck 71.65 Built at Port Glasgow When built 1866 Launched 27th Oct 1866

of poop or spar deck 22.93 By whom built St. Murray & Co Owners James Hay

Register tonnage 48.72 Port belonging to Glasgow Destined Voyage Glyde Coaster

Tonnage 71.65

Surveyed while Building, Afloat, or in Dry Dock While building

PLANS CASE

Feet.	Inches.	Feet.	Inches.	Depth from top of Upper Deck Beam to top of Floor	Feet.	Inches.	Power of Engines	Horse.	N ^o . of Decks
aloft	64	Extreme Breadth	18 7/10		9 7/10		20		One
Dimensions of Ship per Register, length <u>66</u> breadth <u>18 7/10</u> depth <u>9 5/10</u>									
If bar iron, depth and thickness		Inches in Ship.		Inches required per Rule, for 100 tons Scale.		Plates in Garboard Strakes, breadth and thickness			
		6 x 1 1/2		6 x 1 1/2		31 5/8 24 7/8			
If plate iron, breadth and thickness		6 x 1 1/2		6 x 1 1/2		Ditto from Garboard to upper part of Bilges..			
						5/8 4/8			
If bar iron, moulding and thickness		6 x 1 1/2		6 x 1 1/2		,, from upper part of Bilge to a perpendicular height from upper side of Keel of 3/4ths the entire depth of Hold			
						5/8 5/8			
If plate iron, breadth and thickness		4 1/2 x 2 1/2 outer		6 x 3 outer		,, from 3/4ths depth of Hold to lower edge of Sheerstrake			
		6 x 2 1/2 inner		6 x 3 inner		5/8 4/8			
Distance of Frames from moulding edge to moulding edge, all fore and aft		21		21		,, Sheerstrake, breadth and thickness			
						37 7/8 24 7/8			
Frames, Size of Angle Iron, single or double		2 1/2 2 1/2		2 1/2 2 1/2		Butt Straps to outside plating, breadth and thickness			
		2 1/2 2 1/2		2 1/2 2 1/2		7 1/2 4 5/8 4 1/2 4 1/2			
,, Reversed Iron, to every frame and on every alternate frame		2 1/2 2 1/2		2 1/2 2 1/2		Gunwale Plate or Stringer on ends of Upper Deck Beams, breadth and thickness			
		2 1/2 2 1/2		2 1/2 2 1/2		18 5/8 18 5/8			
Floors, depth and thickness of Floor Plate at mid line		11 1/2		11 5/8		Angle Iron on ditto			
		7		7		3 x 3 x 4 1/2 3 x 3 x 4 1/2			
,, Ditto ditto at Bilge Keelson		2 1/2 2 1/2		2 1/2 2 1/2		Stringer or Tie Plates fore and aft, on Upper Deck Beams, outside Hatchways			
		2 1/2 2 1/2		2 1/2 2 1/2		7 5/8 6 3/4 5/8			
,, Size of Reversed Angle Iron, and No. Single at top of Floor Plate		2 1/2 2 1/2		2 1/2 2 1/2		Diagonal Tie Plates on ditto			
		2 1/2 2 1/2		2 1/2 2 1/2		Planksheer, materials and scantlings			
Beams, Deck (N ^o .) double Angle Iron, Plate, Tee, or Bulb Iron		4 3		4 1/2 5/8		Waterway ditto ditto Red Pine			
		2 1/2 2 1/2		2 2 4/8		Flat of Upper Deck, thickness and material			
		2 1/2 2 1/2		2 2 4/8		2 1/2 2 1/2			
,, double or single Angle Iron, on upper edge		3 feet 6 inches		3 feet 6 inches		,, how fastened to Beams			
						By screw bolts			
,, average space between						Ceiling betwixt Decks and in Hold, thickness and material			
						2 1/2 Red Pine			
Hold, or Lower Deck (N ^o .) double Angle, Tee, Plate, or Bulb Iron						Clamps or Spirketting ditto			
						Stringer Plates on ends of Hold or Lower Deck Beams, breadth and thickness			
						Stringer or Tie Plates fore and aft outside Hatchways, on Hold or Lower Deck Beams			
						Stringers in Hold			
						Double Angle Irons			
						3 x 3 x 4 1/2 3 x 3 x 4 1/2			
Keelson, single or double plate, box, or intercostal						Flat of Lower Deck, thickness and material			
						Main piece of Rudder, diameter at head			
						3 3			
Size of Plates		14 1/2 5/8		14 1/2 5/8		,, at heel			
		3 3		3 3		2 2			
Size of Angle Irons						(Can the Rudder be unshipped afloat)			
						Yes			
Side, single or d'ble, plate, box, or intercostal						Bulkheads, N ^o Three Thickness of			
						4/8 4/8			
Bilge (No.) at each Bilge, single, or double, plate, or box						,, Height up to upper deck			
						,, how secured to the sides of the ship			
						Between double frames			
						,, size of vertical angle irons			
						2 1/2 x 2 1/2 x 5/8 and their distance apart			
						about 30 inches			

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

Night-heads, and Hawse Timbers Iron

The Frames extend in one length from Keel to Gunwale

The reverse angle irons on the floors extend in one length across the middle line from Bilge to Gunwale alternately

,, and on the frames ,, ,, from Keel to Gunwale

Keelson, how are the various lengths of plates or angle irons connected? By Angle Iron butt straps

Plates, Garboard, double or single rivetted to keel, double or single rivetted; with rivets (5/8 in.) diameter, averaging (3 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 (2 1/2 in.) apart.

Butts from Keel to turn of bilge, worked carvel with butt straps (5/8 in.) thick, double or single rivetted; with rivets (5/8 in.) diameter, averaging (2 1/2 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 (5/8 in.) diameter, averaging (2 1/2 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 & Double At lower edge Double

Butts from bilge to planksheers, worked carvel with butt straps (5/8 in.) thick, double or single rivetted; with rivets (5/8 in.) diameter, averaging (2 1/2 in.) apart. Breadth of laps in double rivetting (3 1/2 ins) Breadth of laps in single rivetting (2 1/4 ins)

Butt Straps of Keelsons, Stringer and Tie Plates, double or single 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? Plate knees

Hold or Lower Deck ditto

Paddle ,, ,,

No. of breasthooks Three crutches Three

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

Manufacturer's name or trade mark Clifton Iron Co. Glasgow Iron Co.

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

Builder's Signature H. Murray Surveyor's Signature H. J. J. J.

IRON 440 - 0291

2019 Register Foundation

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 riv

riveted 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?

Do the fillings between the ribs and plates fill in solid with single pieces? or are they in short lengths of various thicknesses? Solid lengths

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 ho

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

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., tested at <u>Glasgow Public Proving House, Mr. Taylor</u>					ANCHORS, tested at <u>Glasgow Public Proving House, Mr. Taylor</u>				
N ^o .		No. on Chain seen by me	No. and date on Certificate	Fathoms.	Inches.	Tested to, Tons.	N ^o .	No. on Anchor seen by me	No. and date on Certificate	Weight, Ex. Stock.	Tested Ton
<u>One</u> <u>Suit</u> <u>of</u> <u>Sails</u>	Fore Sails,	Chain	34 66. 1. 4. 23. 15/11/66	60 Short	2 1/2	5. 12. 0. 0	Bowers	1	34 66. 1. 4. 26. 15/11/66	3. 0. 2	5. 10
	Fore Top Sails,	Hempen <u>Chain</u>	34 66. 1. 4. 23. 15/11/66	14 1/2 "	2 1/2	5. 12. 0. 0		1	34 66. 1. 4. 25. 15/11/66	2. 8. 7	5. 6
	Fore Topmast	Stream <u>Cable</u>	34 66. 1. 4. 23. 15/11/66	94 Short	2 1/2	5. 12. 0. 0	Stream	1		with stock	0. 3. 22
	Stay Sails,	Hawser		90	6		Kedges	1		0. 3. 0	
	Main Sails,	Towlines		90	5						
	Main Top Sails,	Warp									
and		All of <u>Good</u> quality.									
Her Standing and Running Rigging		<u>Hemp</u>	sufficient in size and <u>Good</u> in quality.								
She has		<u>One</u>	Long Boat and								
The present state of the		<u>Windlass is Steam Winch</u>	<u>Capstan</u>	<u>Good</u>			<u>and Rudder</u>	<u>Good</u>		<u>Pumps</u>	<u>Two lead Good</u>

Order for Special Survey	DATES of	1st.	On the several parts of the frame, when in place, and before the plating was wrought
No. <u>396</u>	Surveys held	2nd.	On the plating during the progress of rivetting
Date <u>13th June 1866</u>	while building	3rd.	When the beams were in and fastened, and before the decks were laid
Order for Ordinary Survey	as per	4th.	When the ship was complete, and before the plating was finally coated
No. _____	Section 18.	5th.	After the ship was launched
Date _____			

State if she has a Spar Deck _____ Poop _____ or Forecastle _____

General Remarks, This vessel has been built under Special Survey as per Order No. 396. She is compared as to scantlings &c. on the other side for the LA grade; but, seeing there are some deficiencies for that grade we beg to recommend her for the LA as per requisition. It is not practicable to fit diagonals on the deck beams in consequence of having a long Hatchway which is well secured with iron ^{cast iron} Comings, and fore and aft tie plates each side as per sketch herewith

In what manner are the surfaces preserved from oxidation? Inside Three coats of Red lead

Ditto ditto

Outside Three coats of Blue of Iron paint on bottom and black paint above

We are

of opinion this Vessel should be Classed A1

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

Dec^r WMC Special£ 3 : 12 : "

* Certificate (if required)£ " : " : "

Committee's Minute 4th January 1867 by

Character assigned A1

A. J. B. 30000
Robt. Luce

See also Lloyd's Register
Foundation