

IRON SHIPS.

5293

Rev 1/1/67

1866

Survey held at Port Glasgow Date 17th Decr

Adelaide Master Malcolm MacCormac

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

of poop or spar deck

of engine room 22.93 By whom built St. Murray & Co Owners James Hay

Register tonnage 48.72 Port belonging to Glasgow Destined Voyage W. Coast

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.	Horse.	N ^o . of Decks
aloft	64	Extreme Breadth	18 7/10	9 7/10	Power of Engines	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	6 x 1 1/2		Inches required per Rule for 100 tons Scale. 6 x 1 1/2		Plates in Garboard Strakes, breadth and thickness	31	66	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		56	46
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		58	58
if plate iron, breadth and thickness	6 x 1 1/2		6 x 1 1/2		from 3/4ths depth of Hold to lower edge of Sheerstrake		56	58
in-post, if bar iron, moulding and thickness	4 1/2 x 2 1/2 outer		6 x 3 outer		Sheerstrake, breadth and thickness	37	76	24 7/8
if plate iron, moulding and thickness	6 x 2 1/2 inner		6 x 3 inner		Butt Straps to outside plating, breadth and thickness	7 1/2	46	46
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	18	58	18 5/8
Frames, Size of Angle Iron, single or double	2 1/2	2 1/2	58	2 1/2	2 1/2	58		58
Reversed Iron, to every frame and on every alternate frame	2 1/4	2 1/4	58	2 1/4	2 1/4	58		58
Floors, depth and thickness of Floor Plate at mid line	11 1/2		58	11 5/8	58			58
Ditto ditto at Bilge Keelson	7		58		58			58
Size of Reversed Angle Iron, and No. Single at top of Floor Plate	2 1/4	2 1/4	58	2 1/4	2 1/4	58		58
Beams, Deck (N ^o .) double Angle Iron, Plate, Tee, or Bulb Iron	4	3	58	4 1/2	58			58
double or single Angle Iron, on upper edge	2 1/4	2 1/4	46	2	2	46		46
average space between	3 feet 6 inches		3 feet 6 inches					
Hold, or Lower Deck (N ^o .) double Angle, Tee, Plate, or Bulb Iron								
double or single Angle Iron on edge								
average space between								
Paddle, sided and moulded, thickness of Plate size of Angle Iron								
Engine								
Keelson, single or double plate, box, or intercostal								
Size of Plates	14 1/2		58	14 1/2	58			58
Size of Angle Irons	3	3	58	3	3	58		58
Side, single or d'ble, plate, box, or intercostal								
Bilge (No.) at each Bilge, single, or double, plate, or box	3	3	58	3	3	58		58

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

Right-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

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

Plates, Garboard, double rivetted to keel, double at upper edge, with rivets (7/8 + 5/8 ins.) diameter, averaging (3 1/2 + 2 1/2 ins.) 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 ins.) apart.

Butts from Keel to turn of bilge, worked carvel with butt straps (5/8 + 5/8) thick, double or single rivetted; with rivets (5/8 in.) diameter, averaging (2 1/2 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 (5/8 in.) diameter, averaging (2 1/2 ins.) 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, 6/8) thick, double or single rivetted; with rivets (5/8 in.) diameter, averaging (2 1/2 ins.) 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. ...

IRON 440 - 0291

5235 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 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? 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 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

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>					
No.		No. on Chain seen by me	No. and date on Certificate	Fathoms.	Inches.	Tested to.	No.	No. on Anchor seen by me	No. and date on Certificate	Weight. Ex. Stock.	Tested to.
<u>One</u>	Fore Sails,										
<u>Suit</u>	Fore Top Sails,										
<u>of</u>	Fore Topmast Stay Sails,										
<u>Sails</u>	Main Sails,										
	Main Top Sails,										
	and										
	Her Standing and Running Rigging										
	She has										
	The present state of the										

Order for Special Survey No. 396 DATES of Surveys held while building 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

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

Specially surveyed while building from 30th July to 17th Dec 1866 in all 8 visits

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 to 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 ^{oak} iron Comings, and fore and aft the plates each side as per sketch herewith*

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

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,

Special £ 3 : 12 : "

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

Committee's Minute 4th January 1866 by

Character assigned A1

Handwritten signatures and stamps:

A. J. B. Golds.

Robt. Luce

20th Dec 1866

Lloyd's Register Foundation