

IRON SHIPS.

No. 20822 Survey held at Liverpool Date 29th March to 9th July 1867
 on the S. Saint Marnock Master Lawford
 Tonnage under tonnage deck 1192.71 Built at Liverpool When built 1867 Launched 18 June/67
 Ditto of Round Houses or spar deck 64.81 By whom built J Royden Sons Owners Rankin & Co
 Ditto of engine room
 Total Register tonnage 1257.52 Port belonging to Glasgow Destined Voyage Calcutta
 Surveyed while Building, Afloat, or in Dry Dock Special building

Length aloft		Extreme Breadth		Depth from top of Upper Deck Beam to top of Floor		Power of Engines		Horse		N ^o . of Decks	
Feet.	Inches.	Feet.	Inches.	Feet.	Inches.	Feet.	Inches.	Horse		N ^o .	Decks
211		35 8 1/2		23						2	
(Dimensions of Ship per Register, length 216.8 breadth 36 depth 22.7)											
Keel, if bar iron, depth and thickness		Inches in Ship.		Inches required per Rule.		Plates in Garboard Strakes, breadth and thickness		Inches in Ship.		Inches required per Rule.	
" if plate iron, breadth and thickness		8 1/2 x 3		8 1/2 x 3		Ditto from Garboard to upper part of Bilges..		36 13/16		36 13/16	
Stem, if bar iron, moulding and thickness		8 1/2 x 3		8 1/2 x 3		" from upper part of Bilge to a perpendicular height from upper side of Keel of 3/4ths the entire depth of Hold		11/16		11/16	
" if plate iron, breadth and thickness		8 1/2 x 3		8 1/2 x 3		" from 3/4ths depth of Hold to lower edge of Sheerstrake		10 1/2 x 9/16		10 1/2 x 9/16	
Stern-post, if bar iron, moulding and thickness		8 1/2 x 3		8 1/2 x 3		" Sheerstrake, breadth and thickness		5 1/2 12 1/16		5 1/2 12 1/16	
" if plate iron, breadth and thickness		8 1/2 x 3		8 1/2 x 3		Butt Straps to outside plating, breadth and thickness		11 9/16 13/16		9 3/4 2 1/16 13/16	
Distance of Frames from moulding edge to moulding edge, all fore and aft		24		24		Gunwale Plate or Stringer on ends of Upper Deck Beams, breadth and thickness		30 10/16		30 10/16	
Frames, Size of Angle Iron, single or double..		Inches. Inches. 16ths. required required		Inches. Inches. 16ths. required required		Angle Iron on ditto		5 1/2 4 1/2 x 9/16		5 1/2 4 1/2 x 9/16	
for half the length of upper part of bilge		5 3 9/16 3 9/16		5 3 9/16 3 9/16		Stringer or Tie Plates fore and aft, on Upper Deck Beams, outside H ^o ways		13 1/2 10/16		13 10/16	
Reversed Iron, to every frame		3 1/2 3 8/16 3 1/2 3 8/16		3 1/2 3 8/16 3 1/2 3 8/16		Diagonal Tie Plates on ditto		13 1/2 10/16		13 10/16	
or every frame		3 1/2 3 8/16 3 1/2 3 8/16		3 1/2 3 8/16 3 1/2 3 8/16		Planksheer, materials and scantlings		13 1/2 10/16		13 10/16	
Floors, depth and thickness of Floor Plate at mid line		24 10 2 1/16 24 10 2 1/16		24 10 2 1/16 24 10 2 1/16		Waterway ditto ditto		Gutter		4	
" Ditto ditto at Bilge Keelson		10 do		10 do		Flat of Upper Deck, thickness and material		Pine 4		4	
Size of Reversed Angle Iron, and No. 1 at top of Floor Plate		3 1/2 3 8/16 3 1/2 3 8/16		3 1/2 3 8/16 3 1/2 3 8/16		" how fastened to Beams		But screw bolts		3 1/2	
Beams, Deck (N ^o .) double Angle Iron, Plate, Tee, or Bulb Iron		9 5 1/16 full 8 1/2 8 1/2		9 5 1/16 full 8 1/2 8 1/2		Ceiling betwixt Decks and in Hold, thickness and material		Pine 3 1/2		3 1/2	
" double or single Angle Iron, on upper edge		3 1/2 3 7/16 3 1/2 3 7/16		3 1/2 3 7/16 3 1/2 3 7/16		Clamps or Spirketting ditto					
" average space between		4 feet		4 feet		Stringer Plates on ends of Hold or Lower Deck Beams, breadth and thickness		2 1/2 10/16		2 1/2 10/16	
" Hold, or Lower Deck (N ^o .) double Angle, Tee, Plate, or Bulb Iron		9 5 1/16 full 9 9 1/16		9 5 1/16 full 9 9 1/16		Stringer or Tie Plates fore and aft outside Hatchways, on Hold or Lower Deck Beams		5 1/2 4 1/2 x 9/16		5 1/2 4 1/2 x 9/16	
" double or single Angle Iron, on upper edge		3 1/2 3 7/16 3 1/2 3 7/16		3 1/2 3 7/16 3 1/2 3 7/16		Main piece of Rudder, diameter at head		6 3		6 3	
" average space between		4 feet		4 feet		" at heel		3 1/4		3 1/4	
Paddle, sided and moulded, thickness of Plate size of Angle Iron		2 1/2 3 1/16 2 1/2 3 1/16		2 1/2 3 1/16 2 1/2 3 1/16		(Can the Rudder be unshipped afloat)		Yes			
Engine " " " "		2 1/2 3 1/16 2 1/2 3 1/16		2 1/2 3 1/16 2 1/2 3 1/16		Bulkheads, N ^o . 1 Thickness of 7/16		1			
Keelson, single or double plate, box, or intercostal		2 1/2 3 1/16 2 1/2 3 1/16		2 1/2 3 1/16 2 1/2 3 1/16		" Height up main deck					
" Size of Plates		2 1/2 3 1/16 2 1/2 3 1/16		2 1/2 3 1/16 2 1/2 3 1/16		" secured to the sides of the ship by single frame					
" Size of Angle Irons		2 1/2 3 1/16 2 1/2 3 1/16		2 1/2 3 1/16 2 1/2 3 1/16		" size of vertical angle irons		1 1/2 x 3/4		1 1/2 x 3/4	
" Side, single or double plate, box, or intercostal		2 1/2 3 1/16 2 1/2 3 1/16		2 1/2 3 1/16 2 1/2 3 1/16		" rivetted through plates with		about 1/2 in.			
" Bilge (N ^o .) at each Bilge, single or double, plate, or box		2 1/2 3 1/16 2 1/2 3 1/16		2 1/2 3 1/16 2 1/2 3 1/16		The Frames extend in one length from		Keel		to Gunwale	
Transoms, material		Iron		or, if none, in what manner compensated for.		The reverse angle irons on the floors extend in one length across the middle line		from of alternate		from of alternate	
Knight-heads, and Hawse Timbers		Iron				" " " on the frames		from mid line		from to Hold	
The Frames extend in one length from		Keel		to Gunwale		Keelson, how are the various lengths of plates or angle irons connected?		by butt straps			
The reverse angle irons on the floors extend in one length across the middle line		from of alternate		from of alternate		Plates, Garboard, double		rivetted to keel, double		at mid line	
" " " on the frames		from mid line		from to Hold		Edges from Garboards to upper part of bilge, worked clench, double		rivetted; with rivets (7/8 in.) diameter, average		2 1/2 in.	
Keelson, how are the various lengths of plates or angle irons connected?		by butt straps				Butts from Keel to turn of bilge, worked carvel with butt straps		averaging (2 1/2 in.)			
Plates, Garboard, double		rivetted to keel, double		at mid line		Edges from bilge to sheerstrake,		averaging (3 in.) apart.			
Edges from Garboards to upper part of bilge, worked clench, double		rivetted; with rivets (7/8 in.) diameter, average		2 1/2 in.		Edges of Sheerstrake, double or single rivetted		rivetted; with rivets (7/8 in.) diameter.			
Butts from Keel to turn of bilge, worked carvel with butt straps		averaging (2 1/2 in.)				Butts from bilge to planksheers, worked carvel with butt straps		averaging (3 ins.) apart.		Breadth of laps in double	
Edges from bilge to sheerstrake,		averaging (3 in.) apart.				Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted					
Edges of Sheerstrake, double or single rivetted		rivetted; with rivets (7/8 in.) diameter.				Planksheer, how secured to the plating of the sides		Explain by sketch			
Butts from bilge to planksheers, worked carvel with butt straps		averaging (3 ins.) apart.		Breadth of laps in double		Waterway " " planksheer and to the Beams		if necessary.			
Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted						Deck Beams, how secured to the side?		by Bulb plate knees locked			
Planksheer, how secured to the plating of the sides		Explain by sketch				Hold or Lower Deck ditto		do			
Waterway " " planksheer and to the Beams		if necessary.				Paddle " " "					
Deck Beams, how secured to the side?		by Bulb plate knees locked				What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.					
Hold or Lower Deck ditto		do				Manufacturer's name or trade mark		Kinnear & Co			
Paddle " " "						We certify that the above is a correct description of the several particulars therein given.					
Builder's Signature		Thomas Royden		Surveyor's Signature		Will. B. P. Roy					

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? Solid with long

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.

the number of Plates and Angle Irons, mode of rivetting, quality of materials, and of samples with reference to the same.

Fore Mast length above deck 58 ft diam 29"
 Main " " " 62 " " 29"
 Mizzen " " " 53 " " 23"
 Bow sprit length outboard 19 " " 25"
 Made of 2 plate 7/16 & 9/16 at head with 4 angle Irons each
 4 x 3 x 7/16 Edges single rivetted. Butts double & double - Jersey Dock Public Machine
 She has SAILS. CABLES, &c. James Adam Super¹⁰⁰ ANCHORS, and their weights.

Fore Main Masts 74 ft 18" diam Arms 3 1/2 ft Made of
 two plates 3/8 in centre. 7/16 & 7/8 at Ends single rivetted
 Edges Butts lapped & double rivetted. 3 Angle Irons 3 x 3 1/2 x 7/8
 Lugs Jack Yard 61 ft x 15"
 Lower Fore & Main Top Sail Yards 64 ft x 15" 2 plate 7/16 & 7/8
 Upper - do - do - do 62 Jersey Dock Public Machine
 Jm Macdonald Supmt

CABLES, &c. *Jankes Haslam Super¹⁰* ANCHORS, and their weights.

N ^o .		Chain	Fathoms.	Inches.	Tested to Tons.		N ^o .	Weight. Ex. Stock	Tested to Tons.
2	Fore Sails,	6 th June/67 2448	150	1 ¹³ / ₁₆	62	Bowers,	10 th June/67 2909	32.1.16	30.8.2
	Fore Top Sails,	21 st Dec/67 2463	150	"	62		— do — 2910	32.0.8	30.3.2
	Fore Topmast Stay Sails,	Hempen Stream Cable .. 2447.	90	1	18		3 rd Apr/67 2819	27.1.15	26.13.1
	Main Sails,	Hawser	90	9 ¹ / ₂		Stream,	3 rd June/67 2904	13.0.16	12.9.0
	Main Top Sails,	Towlines	75	11 ¹ / ₂			3 rd June/67 2905	6.2.0	7.11.0
		Warp	90	7		Kedges,	— do — 2906	3.1.0	5.2.1
		All of <u>Good</u> quality.	90	6					

Her Standing and Running Rigging is *Wire & Stench* sufficient in size and *Good* in quality.

She has a life boat Long Boat and 2 Pinnaces & a Gig

The present state of the Windlass is Good Capstans 3 Hrs and Rudder Good Pumps 5 Hrs (2 are bulge)

Order for Special Survey	DATES of	<div style="font-size: 4em; vertical-align: middle; padding: 0 10px;">{</div>	1st.	On the several parts of the frame, when in place, and before the plating was wrought
No. <u>438</u>	Surveys held		2nd.	On the plating during the progress of rivetting
Date <u>13/2/67</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 No Poop No or Forecastle Yes

General Remarks,

The butts of Blooms have double straps, treble rivetted for half ship's length & double at Ends. - There are 2 stringers in Hold lower one extends all fore & aft with bulb plate size of Beams between the Angle Irons from Fore to Mizzen Masts. upper stringer extends from Bulkhead to about 12 feet abaft the Mast. She is well built & equipped -

In what manner are the surfaces preserved from oxidation? Inside by cement below bridges Paint above
Ditto ditto Outside Paint

I am of opinion this Vessel should be Classed

The amount of the Fee£ 25 : - is received by me,

Special£ 62. 18.

Certificate (if required)£ *Three*

Committee's Minute

Character assigned

A 1. Built under Special Survey

(A.C.P.) - Cms. by

Rpt to Lin 10/21/92

18

Will: C: Davey

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Foundation