

# IRON SHIPS.

Dec 16/11/68

1868

No. 5484 Survey held at Glenock Date 11<sup>th</sup> Nov Master Walter Guthrie  
 on the Ship "Grecian" When built 1868 Launched 17<sup>th</sup> Oct 1868  
 Tonnage under tonnage deck 1196.66 Built at Glenock By whom built Scott & Co Owners William Ott  
 Ditto of poop or spar deck 79.23  
 Ditto of fore-castle 43.74  
 Ditto of engine room 12.10.4  
 Total Register tonnage 1331.73  
 Adjusted space for crew 59.34  
 Gross Tonnage 1272.39 Port belonging to Glenock Destined Voyage Glyde to Liverpool & East Indies  
 Surveyed while Building, Afloat, or in Dry Dock While Building

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
Length aloft	<u>219<sup>3</sup>/<sub>8</sub></u>	Extreme Breadth	<u>36<sup>3</sup>/<sub>8</sub></u>	Depth from top of Upper Deck Beam to top of Floor	<u>22<sup>5</sup>/<sub>8</sub></u>			<u>Two</u>
<i>(Dimensions of Ship per Register, length <u>223<sup>9</sup>/<sub>8</sub></u> breadth <u>36<sup>3</sup>/<sub>8</sub></u> depth <u>22<sup>5</sup>/<sub>8</sub></u>)</i>								
Keel, $\frac{1}{2}$ bar iron, depth and thickness	<u>11 x 2<sup>1</sup>/<sub>2</sub></u>	Inches in Ship.	<u>9 x 3</u>	Inches required per Rule.	<u>9 x 3</u>	Plates in Garboard Strakes, breadth and thickness	<u>36<sup>3</sup>/<sub>8</sub></u>	<u>1<sup>3</sup>/<sub>8</sub></u>
„ if plate iron, breadth and thickness	<u>9 x 3</u>		<u>9 x 3</u>		<u>9 x 3</u>	Ditto from Garboard to upper part of Bilges	<u>12<sup>1</sup>/<sub>8</sub></u>	<u>1<sup>3</sup>/<sub>8</sub></u>
„ $\frac{1}{2}$ bar iron, moulding and thickness	<u>9 x 3</u>		<u>9 x 3</u>		<u>9 x 3</u>	„ from upper part of Bilge to a perpendicular height from upper side of Keel of $\frac{3}{4}$ ths the entire depth of Hold	<u>10<sup>1</sup>/<sub>8</sub></u>	<u>1<sup>3</sup>/<sub>8</sub></u>
„ if plate iron, breadth and thickness	<u>9 x 3</u>		<u>9 x 3</u>		<u>9 x 3</u>	„ from $\frac{3}{4}$ ths depth of Hold to lower edge of Sheerstrake	<u>10<sup>1</sup>/<sub>8</sub></u>	<u>1<sup>3</sup>/<sub>8</sub></u>
„ „ if plate iron, breadth and thickness	<u>9 x 3</u>		<u>9 x 3</u>		<u>9 x 3</u>	Sheerstrake, breadth and thickness	<u>40</u>	<u>1<sup>3</sup>/<sub>8</sub></u>
Distance of Frames from moulding edge to moulding edge, all fore and aft	<u>24</u>		<u>21</u>		<u>21</u>	Butt straps to Sheerstrake, extend from frame beyond frame beam	<u>27</u>	<u>5<sup>7</sup>/<sub>8</sub></u>
Frames, Size of Angle Iron, single or double	<u>5 x 3</u>	<u>9<sup>1</sup>/<sub>8</sub></u>	<u>5 x 3</u>	<u>9<sup>1</sup>/<sub>8</sub></u>	<u>9<sup>1</sup>/<sub>8</sub></u>	Butt Straps to outside plating, breadth and thickness	<u>15</u>	<u>1<sup>3</sup>/<sub>8</sub></u>
„ Reversed Iron, $\frac{1}{2}$ to every frame	<u>3<sup>1</sup>/<sub>2</sub></u>	<u>9<sup>1</sup>/<sub>8</sub></u>	<u>3<sup>1</sup>/<sub>2</sub></u>	<u>9<sup>1</sup>/<sub>8</sub></u>	<u>9<sup>1</sup>/<sub>8</sub></u>	Gunwale Plate or Stringer on ends of Upper Deck Beams, breadth and thickness	<u>35</u>	<u>1<sup>3</sup>/<sub>8</sub></u>
„ and on every alternate frame to keelson	<u>3<sup>1</sup>/<sub>2</sub></u>	<u>9<sup>1</sup>/<sub>8</sub></u>	<u>3<sup>1</sup>/<sub>2</sub></u>	<u>9<sup>1</sup>/<sub>8</sub></u>	<u>9<sup>1</sup>/<sub>8</sub></u>	Angle Iron on ditto	<u>5<sup>1</sup>/<sub>2</sub> x 4<sup>1</sup>/<sub>2</sub></u>	<u>9<sup>1</sup>/<sub>8</sub></u>
Floors, depth and thickness of Floor Plate at mid line	<u>25</u>	<u>10<sup>1</sup>/<sub>8</sub></u>	<u>24<sup>1</sup>/<sub>2</sub></u>	<u>10<sup>1</sup>/<sub>8</sub></u>	<u>10<sup>1</sup>/<sub>8</sub></u>	Stringer or Tie Plates fore and aft, on Upper Deck Beams, outside Hatchways	<u>15<sup>1</sup>/<sub>2</sub></u>	<u>10<sup>1</sup>/<sub>8</sub></u>
„ Ditto ditto at Bilge Keelson	<u>15</u>	<u>14</u>	<u>10<sup>1</sup>/<sub>8</sub></u>	<u>10<sup>1</sup>/<sub>8</sub></u>	<u>10<sup>1</sup>/<sub>8</sub></u>	Diagonal Tie Plates on ditto	<u>13<sup>1</sup>/<sub>2</sub></u>	<u>10<sup>1</sup>/<sub>8</sub></u>
„ Size of Reversed Angle Iron, and No. Single at top of Floor Plate	<u>3<sup>1</sup>/<sub>2</sub></u>	<u>9<sup>1</sup>/<sub>8</sub></u>	<u>3<sup>1</sup>/<sub>2</sub></u>	<u>9<sup>1</sup>/<sub>8</sub></u>	<u>9<sup>1</sup>/<sub>8</sub></u>	Planksheer, materials and scantlings		
Beams, Deck (No. ) double Angle Iron, Plate, Tee, or Bulb Iron	<u>9 x 5<sup>1</sup>/<sub>2</sub></u>	<u>9<sup>1</sup>/<sub>8</sub></u>	<u>8<sup>1</sup>/<sub>2</sub></u>	<u>9<sup>1</sup>/<sub>8</sub></u>	<u>9<sup>1</sup>/<sub>8</sub></u>	Waterway ditto ditto		
„ double or single Angle Iron, on edge	<u>3<sup>1</sup>/<sub>2</sub></u>	<u>9<sup>1</sup>/<sub>8</sub></u>	<u>3<sup>1</sup>/<sub>2</sub></u>	<u>9<sup>1</sup>/<sub>8</sub></u>	<u>9<sup>1</sup>/<sub>8</sub></u>	Flat of Upper Deck, thickness and material	<u>4</u>	<u>4</u>
„ average space between	<u>3 feet 6 inches</u>		<u>3 feet 6 inches</u>		<u>3 feet 6 inches</u>	„ how fastened to Beams		
Hold, or Lower Deck (No. ) double Angle, Tee, Plate, or Bulb Iron	<u>9 x 5<sup>1</sup>/<sub>2</sub></u>	<u>9<sup>1</sup>/<sub>8</sub></u>	<u>8<sup>1</sup>/<sub>2</sub></u>	<u>9<sup>1</sup>/<sub>8</sub></u>	<u>9<sup>1</sup>/<sub>8</sub></u>	Ceiling betwixt Decks and in Hold, thickness and material	<u>2<sup>1</sup>/<sub>2</sub></u>	<u>10<sup>1</sup>/<sub>8</sub></u>
„ double or single Angle Iron on edge	<u>3<sup>1</sup>/<sub>2</sub></u>	<u>9<sup>1</sup>/<sub>8</sub></u>	<u>3<sup>1</sup>/<sub>2</sub></u>	<u>9<sup>1</sup>/<sub>8</sub></u>	<u>9<sup>1</sup>/<sub>8</sub></u>	Clamps or Spirketting	<u>3</u>	
„ average space between	<u>3 feet 6 inches</u>		<u>3 feet 6 inches</u>		<u>3 feet 6 inches</u>	Stringer Plates on ends of Hold or Lower Deck Beams, breadth and thickness	<u>5<sup>1</sup>/<sub>2</sub> x 4<sup>1</sup>/<sub>2</sub></u>	<u>9<sup>1</sup>/<sub>8</sub></u>
Paddle, sided and moulded, thickness of Plate size of Angle Iron	<u>17</u>	<u>14<sup>1</sup>/<sub>8</sub></u>	<u>16<sup>1</sup>/<sub>4</sub></u>	<u>14<sup>1</sup>/<sub>8</sub></u>	<u>14<sup>1</sup>/<sub>8</sub></u>	Stringer or Tie Plates fore and aft outside Hatchways, on Hold or Lower Deck Beams	<u>13<sup>1</sup>/<sub>2</sub></u>	<u>10<sup>1</sup>/<sub>8</sub></u>
Engine						Stringers in Hold	<u>5<sup>1</sup>/<sub>2</sub> x 4<sup>1</sup>/<sub>2</sub></u>	<u>9<sup>1</sup>/<sub>8</sub></u>
Keelson, single or double plate, box, or intercostal	<u>5<sup>1</sup>/<sub>2</sub></u>	<u>4<sup>1</sup>/<sub>2</sub></u>	<u>9<sup>1</sup>/<sub>8</sub></u>	<u>5<sup>1</sup>/<sub>2</sub></u>	<u>4<sup>1</sup>/<sub>2</sub></u>	Flat of Lower Deck, thickness and material	<u>3</u>	<u>6</u>
„ Size of Plates	<u>5<sup>1</sup>/<sub>2</sub></u>	<u>4<sup>1</sup>/<sub>2</sub></u>	<u>9<sup>1</sup>/<sub>8</sub></u>	<u>5<sup>1</sup>/<sub>2</sub></u>	<u>4<sup>1</sup>/<sub>2</sub></u>	Main piece of Rudder, diameter at head	<u>6</u>	<u>3<sup>1</sup>/<sub>4</sub></u>
„ Size of Angle Irons	<u>5<sup>1</sup>/<sub>2</sub></u>	<u>4<sup>1</sup>/<sub>2</sub></u>	<u>9<sup>1</sup>/<sub>8</sub></u>	<u>5<sup>1</sup>/<sub>2</sub></u>	<u>4<sup>1</sup>/<sub>2</sub></u>	„ „ at heel	<u>3<sup>1</sup>/<sub>2</sub></u>	<u>3<sup>1</sup>/<sub>4</sub></u>
„ Side, single or double, plate, box, or intercostal	<u>5<sup>1</sup>/<sub>2</sub></u>	<u>4<sup>1</sup>/<sub>2</sub></u>	<u>9<sup>1</sup>/<sub>8</sub></u>	<u>5<sup>1</sup>/<sub>2</sub></u>	<u>4<sup>1</sup>/<sub>2</sub></u>	(Can the Rudder be unshipped afloat) <u>Yes</u>		
„ Bilge (No. two) at each Bilge	<u>5<sup>1</sup>/<sub>2</sub></u>	<u>4<sup>1</sup>/<sub>2</sub></u>	<u>9<sup>1</sup>/<sub>8</sub></u>	<u>5<sup>1</sup>/<sub>2</sub></u>	<u>4<sup>1</sup>/<sub>2</sub></u>	Bulkheads, No. One Thickness of	<u>7<sup>1</sup>/<sub>8</sub></u>	<u>7<sup>1</sup>/<sub>8</sub></u>
„ single, or double, plate, or box angle iron	<u>5<sup>1</sup>/<sub>2</sub></u>	<u>4<sup>1</sup>/<sub>2</sub></u>	<u>9<sup>1</sup>/<sub>8</sub></u>	<u>5<sup>1</sup>/<sub>2</sub></u>	<u>4<sup>1</sup>/<sub>2</sub></u>	„ Height up to upper deck		
„ how secured to the sides of the ship						„ how secured to the sides of the ship		
„ size of vertical angle irons						„ size of vertical angle irons		
„ rivetted through plates with						„ rivetted through plates with		

The reverse angle irons on the floors extend in one length across the middle line from to lower deck + to Gunwale alternately  
 „ „ and on the frames „ „ „ from \_\_\_\_\_ to \_\_\_\_\_  
 Keelson, how are the various lengths of plates or angle irons connected? By plate and Angle Iron butt straps  
 plates, Garboard, double or \_\_\_\_\_ rivetted to keel, double or \_\_\_\_\_ at upper edge, with rivets (1<sup>1</sup>/<sub>8</sub> + <sup>1</sup>/<sub>8</sub> in.) diameter, averaging (1<sup>1</sup>/<sub>2</sub> in.) apart.  
 „ Edges from Garboards to upper part of bilge, worked clencher, double or single rivetted; with rivets (7/8 in.) diameter, averaging (3<sup>1</sup>/<sub>2</sub> ins.) apart.  
 „ Butts from Keel to turn of bilge, worked carvel with butt straps (1<sup>1</sup>/<sub>8</sub>, 1<sup>1</sup>/<sub>8</sub>) thick, double or single rivetted; with rivets (7/8 in.) diameter, averaging (3<sup>1</sup>/<sub>2</sub> 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 (7/8 in.) diameter, averaging (3<sup>1</sup>/<sub>2</sub> 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 At lower edge double  
 „ Butts from bilge to planksheers, worked carvel with butt straps (1<sup>1</sup>/<sub>8</sub>, 1<sup>1</sup>/<sub>8</sub>, 1<sup>1</sup>/<sub>8</sub>) thick, double or single rivetted; with rivets (7/8 in.) diameter, averaging (3<sup>1</sup>/<sub>2</sub> ins.) apart. Breadth of laps in double rivetting (5 inches) Breadth of laps in single rivetting ( \_\_\_\_\_ )  
 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? Beam ends turned down  
 Hold or Lower Deck ditto Beam ends turned down  
 Paddle „ „ No. of breasthooks Five crutches Five  
 What description of Iron is used for the Frames, Keelsons, Tie and Stringer Plates, Outside Plating, &c.? Consitt Iron  
 Manufacturer's name or trade mark Walker Iron Co., Messend Iron Co., Consitt Iron Co.  
 We certify that the above is a correct description of the several particulars therein given.  
 Builder's Signature Scott & Co Surveyor's Signature Joseph Tuckey

IRON 443-0163



6697 Jan

**Workmanship.** Are the lands or laps of the clenckwork 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 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.

Masts	Thickness of plating	Rivetting of butts	Rivetting of edges	Angle Irons & No	Diameters
Fore masts	3/4 x 3/4	Double	Double	3 1/2 x 3 1/2 x 5/8 - 3	30 inches
Main Mast	3/4 x 3/4	"	"	3 1/2 x 3 1/2 x 5/8 - 3	30 "
Bowsprit	3/4	"	"	3 1/2 x 3 1/2 x 5/8 - 3	27 1/2 "
Mizen Mast	Brown Pine	"	"		26 "



No.	She has SAILS.	CABLES, &c.	Fathoms.	Inches.	Tests as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	No.	Weight. Ex. Stock.	Test as per Certificate.	W'ght req'd per Rule.	Test per R.
	Fore Sails,	Chain	150	1 1/8	59.2.0.0	1 1/8	59.2.0.0	Bowers	1	32. 1. 21	30. 10. 0. 0	32. 0. 0	30. 2. 0
Two Suits of Sails	Fore Top Sails,	Hempen Stream Cable	90	10	58.0.0.0	1	18.0.0.0	Stream	1	27. 1. 26	26. 15. 0. 0	27. 0. 23	26. 10.
	Fore Topmast Stay Sails	Hawser	90	9 1/2				Kedges	1	6. 2. 14	7. 15. 0. 0	6. 2. 0	
	Main Sails,	Towlines	90	6					1	3. 1. 8	5. 5. 0. 0	3. 1. 0	
	Main Top Sails,	Warp	90										
	and	All of <u>Good</u> quality.											

Her Standing and Running Rigging Heavy sufficient in size and Good in quality.

She has Four life boats Long Boat and

The present state of the Windlass is Good with Patent Purchase and Rudder Good with Patent Steering gear Pumps Two (main) from Good Two (bulge) lead Good

Order for Special Survey	DATES of	1st.	2nd.	3rd.	4th.	5th.
No. <u>460</u>	Surveys held	On the several parts of the frame, when in place, and before the plating was wrought	On the plating during the progress of rivetting	When the beams were in and fastened, and before the decks were laid	When the ship was complete, and before the plating was finally coated	After the ship was launched
Date <u>5th March 1868</u>	while building	Specially surveyed while building from March to Nov 1868 on all 29 visits				
Order for Ordinary Survey	as per					
No. _____	Section 18.					

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

**General Remarks,** This vessel has been built under Special Survey as per Order No. 460; is fitted with a full Poop and topgallant forecabin, with a House on deck for part of crew.

In what manner are the surfaces preserved from oxidation? Inside Portland Cement between floors to upper part of bilges above three coats of red lead paint  
 Ditto ditto Outside Three coats of red lead paint. Gravel on bottom. Black paint on topsides.

I am of opinion this Vessel should be Classed A1  
 The amount of the Fee .....£ 5 : : is received by me,  
 Special .....£ 63 : 12 :  
 Certificate (if required) .....£ : :

Committee's Minute 14th Nov 1868  
20th November 1868.

Character assigned A1

*Handwritten signatures and stamps, including 'Joseph J. Luckey' and a large blue stamp.*

