

# IRON SHIPS.

No. 2966 Survey held at Glasgow Date May 14<sup>th</sup> 1866  
on the Whip Loch Anne Master J<sup>r</sup> McCalloch  
Tonnage under tonnage deck 999.57 Built at Glasgow When built 1868 Launched Apr<sup>l</sup> 26/68  
Ditto of poop & forecastle & spar deck 101.85 By whom built Barclay Curle & Co Owners J & E. Wilson  
Ditto of engine room  
Total Register tonnage 1052.10 Gross Tonnage 1101.42 Port belonging to Glasgow Destined Voyage Melbourne  
Crew Space 48.32  
If Surveyed while Building, Afloat, or in Dry Dock On the building Whip and in the River

Feet. Inches. Length aloft 210-0 Extreme Breadth 34 6 Deck Beam to top of Upper Deck Beam to top of Floor 21 2 1/2 Power of Engines Horse No. of Decks Two

Dimensions of Ship per Register, length 217.7 breadth 34.53 depth 20.0

	Inches in Ship.	Inches required per Rule.	16ths required per Rule.	Inches in Ship.	Inches required per Rule.	16ths required per Rule.
Plates in Garboard Strakes, breadth and thickness .....	33	13/16	30	13/16		
Ditto from Garboard to upper part of Bilges ..		12/16		12/16		
" from upper part of Bilge to a perpendicular height from upper side of Keel of 1/8th the entire depth of Hold .....		11/16		11/16		
" from 1/8th depth of Hold to lower edge of Sheerstrake .....	36	10/16	30	10/16		
" Sheerstrake, breadth and thickness ....	36	12/16	30	12/16		
Butt Straps to outside plating, breadth and thickness .....	11 x 13/16	9 5/8 by 13/16				
Gunwale Plate or Stringer on ends of Upper Deck Beams, breadth and thickness ..	30 1/2 x 10/16	30 x 10/16				
Angle Iron on ditto .....	5 x 4 1/2 x 9/16	5 x 4 1/2 x 9/16				
Stringer or Tie Plates fore and aft, on Upper Deck Beams, outside Hatchways ..	13 x 10/16	12 3/4 x 10/16				
Diagonal Tie Plates on ditto .....	13 x 10/16	12 3/4 x 10/16				
Planksheer, materials and soundings .....						
Waterway ditto .....						
Flat of Upper Deck, thickness and material..	3 1/2 y. pine	3 1/2				
" " how fastened to Beams..	Nut and screw					
Ceiling betwixt Decks and in Hold, thickness and material .....	2 1/2 Red pine					
Clamps or Spirketting ditto .....						
Stringer Plates on ends of Hold or Lower Deck Beams, breadth and thickness ..	22 1/2 x 10/16	22 1/2 x 10/16				
Stringer or Tie Plates fore and aft outside Hatchways, on Hold or Lower Deck Beams ..	13 1/2 x 10/16	12 1/2 x 10/16				
Stringers in Hold ..	5 x 4 1/2 x 9/16	5 x 4 1/2 x 9/16				
Flat of Lower Deck, thickness and material..	3 yellow pine					
Main piece of Rudder, diameter at head ....	5 3/4	5 3/4				
" " " at heel ....	3 1/2	3				
(Can the Rudder be unshipped afloat yes.)						
Bulkheads, N <sup>o</sup> . 1 Thickness of ..	7/16					
" Height up upper deck ..						
" how secured to the sides of the ship ..	by double frames					
" size of vertical angle irons 3 x 3 1/4 and their distance apart ..	about 2-6					
The Frames extend in one length from keel to gunwale rivetted through plates with (7/8 in.) rivets, about (3 to 6) apart.						
The reverse angle irons on the floors extend in one length across the middle line from side to side and to height of H.B.S. and gunwale alternately.						
Keelson, how are the various lengths of plates or angle irons connected? By butt straps and angle iron shipped.						
Plates, Garboard, double or rivetted to keel, double or at upper edge, with rivets (1/8 & 1/16 ins.) diameter, averaging (4 3/4 in.) apart.						
" Edges from Garboards to upper part of bilge, worked clench, double or single rivetted; with rivets (7/8 in.) diameter, averaging (3 1/4 in.) apart.						
" Butts from Keel to turn of bilge, worked carvel with butt straps (13/16 & 1/2 thick), double or single rivetted; with rivets (7/8 in.) diameter, averaging (3 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 clench, double or single rivetted; with rivets (7/8 in.) diameter, averaging (3 1/4 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 to iron bulwark At lower edge Double.						
" Butts from bilge to planksheers, worked carvel with butt straps (11/16, 12/16, 10/16, 9/16 thick), double or single rivetted; with rivets (7/8 in.) diameter, averaging (3 1/2 in.) apart. Breadth of laps in double rivetting (4 3/4) Breadth of laps in single rivetting ( )						
Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted? Double and part in sheerstrake webble.						
Planksheer, how secured to the plating of the sides Explain by sketch From putter waterway. From bulwarks and is an extension to a ...						
Waterway " " planksheer and to the Beams if necessary.						
Deck Beams, how secured to the side? By iron knees forced out of Bulkhead beams and riveted to side.						
Hold or Lower Deck ditto No						
Add " " All fore & aft ties connected by No. of breasthooks and crutches						
What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.? Plates milled over, and angle iron milled						
Manufacturer's name or trade mark						
We certify that the above is a correct description of the several particulars therein given.						
Builder's Signature Barclay, Curle & Co.						
Surveyor's Signature						

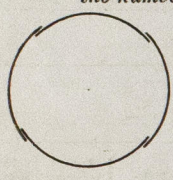
Lloyd's Register  
10044-0134



7087 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? Solid  
Do the holes for rivetting plate to frames, butt straps, or plate to plate, &c., conform well to each other? good where seen and are the rivet holes well and sufficiently countersunk in the outer plate? good where seen  
Are there any rivets which either break into or have been put through the seams or butts of the plating? very few and in butts

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 fore, and main masts and the bowsprit of iron, 4 plates in the Round plates 7/16 and 9/16. Double rivetted in edges and treble in butts. Bowsprit doubled in pad eyes. Main mast of pitch pine 5. Fore and main lower yards of iron two plates in the round 9/16 in middle reduced to 1/2 at ends and single rivetted in edges and treble in butts. Fore and main lower topsail yard of steel 2 plates in the Round 5/16 to 3/16 at ends, single rivetted edges treble in butts. All other spars of wood and in good condition.*

She has SAILS.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	N <sup>o</sup> .	Weight. Ex. Stock.	Test as per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
Fore Sails,	Chain <u>Ap 1/68-1094</u>	15-0	13/4	5-5-2-2	13/4	5-5-10	<u>Ap 1/68-1702</u>	1	30-3-8	29-5-0-0	30-0-0	28 6/10
Fore Top Sails,	" <u>1095</u>	15-0	13/4	5-5-2-2	13/4	5-5-10	Bowers <u>1/68-2</u>	1	30-3-2	29-5-0-0	30-0-0	28 6/10
Fore Topmast Stay Sails	Chain <u>Cam on a drag for</u>	90	1	5-5-2-2	13/4	5-5-10	<u>11-1701</u>	1	25-3-21	25-12-0-0	25-2-0	25 9/10
Main Sails,	Hawser <u>Hamper Stream Cable</u>	90	1	5-5-2-2	13/4	5-5-10	<u>Cam on a drag for</u>	1	25-3-21	25-12-0-0	25-2-0	25 9/10
Main Top Sails,	Towlines	90	10	5-5-2-2	13/4	5-5-10	Stream	1	12-1-6	Weight including F.S.		
	Warp	90	9	5-5-2-2	13/4	5-5-10	Kedges	1	16-0-9	Weight including F.S.		
	All of <u>good</u> quality.	90	5 1/2	5-5-2-2	13/4	5-5-10						

Her Standing and Running Riggings of wire sufficient in size and good in quality.

She has One Long Boat and three others

The present state of the Windlass is good Capstan 2 Iron and Rudder good Pumps Two in Main hold, and bilge pump

Order for Special Survey DATES of  
No. 584 Surveys held  
Date Dec 26/88 while building  
Order for Ordinary Survey as per  
No. 1 Section 18.  
Date 28 Dec 1888  
1st. On the several parts of the frame, when in place, and before the plating was wrought Under spec  
2nd. On the plating during the progress of rivetting Survey th  
3rd. When the beams were in and fastened, and before the decks were laid Whole time  
4th. When the ship was complete, and before the plating was finally coated built & pro  
5th. After the ship was launched 28 Dec 1888

State if she has a Spar Deck No Poop yes or Forecastle yes 2/100

General Remarks,

This report is made from notes by Mr Darling and completed by me. She is well built, and in my opinion eligible for the Class recommended.  
J. F. L.

In what manner are the surfaces preserved from oxidation? Inside by Paint and Portland Cement in  
Ditto ditto Outside by Paint

I am of opinion this Vessel should be Classed A1.  
The amount of the Fee £ 5 : : : is received by me,  
Special £ 52 : 13 : :  
Certificate (if required) £ 10 : : :

Committee's Minute 15 May 1889

Character assigned A1

J. F. L.  
This report appears eligible for the Class recommended above  
Lloyd's Register  
24.5.89