

IRON SHIPS.

Run 24/6/69

1869

No. 2980 Survey held at Glasgow Date 17th May
 on the Screen Steamer "Attalo" Master James Bell
 Tonnage under tonnage deck 321.45 Built at Glasgow When built 1869 Launched 8th June 1869
 Ditto of quarter deck 30.3 By whom built Winpate Owners James Bell
 Ditto of poop, forecabin, or other erections on upper deck 11.23 Port belonging to Glasgow Destined Voyage Mediterranean
 Ditto of spar deck 21.20 If Surveyed while Building, Afloat, or in Dry Dock On the building ship and afloat
 Ditto of engine room 136.03
 Gross tonnage, less crew space 341.18
 Total Register tonnage, less out on beam 205.15

Feet.		Inches.		Feet.		Inches.		Feet.		Inches.		Horse.		Nº. of Decks	
Length aloft		Extreme Breadth		Depth from top of Upper Deck Beam to top of Floor		Power of Engines		Nº. of Decks		One Complete					
170		21		13		46		13		46		13		46	
Dimensions of Ship per Register, length <u>170</u> breadth <u>21</u> depth <u>13</u>															
Keel, if bar iron, depth and thickness <u>6 1/2 x 2 1/4</u> " if plate iron, breadth and thickness <u>6 1/2 x 2 1/4</u> Stem, if bar iron, moulding and thickness <u>6 1/2 x 2 1/4</u> " if plate iron, breadth and thickness <u>6 1/2 x 2 1/4</u> Stern-post, if bar iron, moulding and thickness <u>6 1/2 x 4 1/2</u> " if plate iron, breadth and thickness <u>6 1/2 x 4 1/2</u> Distance of Frames from moulding edge to moulding edge, all fore and aft <u>21</u> Frames, Size of Angle Iron, single or double <u>3 1/2 x 2 1/2</u> Reversed Iron, if to every frame <u>2 1/2 x 2 1/2</u> Floors, depth and thickness of Floor Plate at mid line <u>15 1/2 x 7/16</u> " Ditto ditto at Bilge Keelson <u>6 x 7/16</u> " of Reversed Angle Iron, and No. <u>2 1/2 x 2 1/2</u> Beams, Deck (Nº.) <u>5 x 3 x 6/16</u> " Plate, Tee, or Bulb Iron <u>2 1/2 x 2 1/2 x 5/16</u> " double or single Angle Iron, on edge <u>4 1/2</u> " average space between <u>4 1/2</u> " Hold, or Lower Deck (Nº.) <u>5 x 3 x 7/16</u> " double Angle, Tee, Plate, or Bulb Iron <u>5 1/2 x 5/16</u> " double or single Angle Iron, on edge <u>4 1/2</u> " average space between <u>4 1/2</u> " Paddle, sided and moulded, thickness of Plate <u>4 1/2</u> " Engine <u>15 1/2 x 7/16</u> Keelson, single or double plate, box, or intercostal <u>6 x 6/16</u> " Size of Plates <u>6 x 6/16</u> " Size of Angle Irons <u>3 1/2 x 3 x 6/16</u> " Sides, single or double, plate, box, or intercostal <u>3 1/2 x 3 x 6/16</u> " Bilge (No. <u>One</u>) at each Bilge, single, or double, plate, or box <u>3 1/2 x 3 x 6/16</u> Transoms, material <u>Iron plates and frames</u> Knight-heads, and Hawse Timbers <u>Iron plates and frames</u> The Frames extend in one length from <u>Keel</u> to <u>gunwale</u> The reverse angle irons on the floors extend in <u>two</u> length across the middle line from <u>side</u> to <u>side</u> " " " on the frames " " " from <u>side</u> to <u>side</u> Keelson, how are the various lengths of plates or angle irons connected? <u>By butt straps and angle iron shipped</u> Plates, Garboard, double or rivetted to keel, double or at upper edge, with rivets <u>3/4 in.</u> diameter, averaging <u>3 1/2 in.</u> apart. " Edges from Garboards to upper part of bilge, worked clencher, double or single rivetted; with rivets <u>3/4 in.</u> diameter, averaging <u>2 1/2 in.</u> apart. " Butts from Keel to turn of bilge, worked carvel with butt straps <u>3/4 in.</u> thick, double or single rivetted; with rivets <u>3/4 in.</u> diameter, averaging <u>2 1/2 in.</u> apart. " Edges from bilge to sheerstrake, worked carvel with a lining piece <u>3/4 in.</u> thick, or clencher, double or single rivetted; with rivets <u>3/4 in.</u> diameter, averaging <u>2 1/2 in.</u> apart. " Edges of Sheerstrake, double or single rivetted? At upper edge <u>single to gunwale bar</u> At lower edge <u>double</u> " Butts from bilge to planksheers, worked carvel with butt straps <u>3/4 in.</u> thick, double or single rivetted; with rivets <u>3/4 in.</u> diameter, averaging <u>2 1/2 in.</u> apart. Breadth of laps in double rivetting <u>4 1/2</u> Breadth of laps in single rivetting <u>2 3/4</u> Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted? <u>All double</u> Planksheer, how secured to the plating of the sides <u>Explain by sketch</u> Waterway " " planksheer and to the Beams <u>if necessary</u> Deck Beams, how secured to the side? <u>By knee plates riveted to frames</u> Hold or Lower Deck ditto <u>As above</u> Paddle " " <u>All fore & aft stringers and keelsons</u> What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.? <u>Wasson</u> Manufacturer's name or trade mark <u>Wasson</u> We certify that the above is a correct description of the several particulars therein given. Builder's Signature <u>Thomas Wingate</u> Surveyor's Signature <u>James Bell</u>															

7148 Lm

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? yes. and are the rivet holes well and sufficiently countersunk in the outer plate? yes 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 only.

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 and Bowsprit Single poles.

The heaviest Bower Anchor, is Wingate's Patent Stockless, weight for testing as named on Certificate is 5,132 lbs. The third Bower is 25 lbs lighter than the weight prescribed in Table 22. Tested by W. J. J. for 31 March 1869.

SHE HAS SAILS.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	No.	Weight, Ex. Stock.	Test as per Certificate.	Weight req'd per Rule.	Test req'd per Rule.
Fore Sails,	Chain	100	1 1/2	30 20	1 1/2	20 20	Patent Stockless	2	12.1.5	10.11.1	8.2.0	10 20
Fore Top Sails,	Chain	100	1 1/2	30 20	1 1/2	20 20	Bowers	3	8.2.5	10.13.3	8.1.0	10 20
Fore Topmast Stay Sails,	Hempen Stream Cable	90	6	"	5 1/2	"	X	1.1.0	9.1.1	7.0.2	9 20	
Main Sails,	Hawser Chain	90	10	"	10	"	Stream	1	3.0.12	"	3.0.0	"
Main Top Sails,	Towlines	90	4	"	4	"	Kedges	1	1.2.18	"	1.2.0	"
and	Warp	90	3	"	"	"						
	All of <u>good</u> quality.											

Her Standing and Running Rigging good sufficient in size and good in quality.

She has two 24 ft life boats Long Boat and one 19 ft gig

The present state of the Windlass is iron Capstan and Rudder good Pumps new and efficient

Order for Special Survey No. 590 Date May 11/69 while building
Order for Ordinary Survey No. ✓ Date ✓ 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
Under special Survey the whole Time of build dep from 29th Jan'y to the 1st May 1869 20 Months
State if she has a Spar Deck No Poop Painted Deck or Forecastle yes.

General Remarks,

This report is made from notes by Mr Darling. Completed so far by me. - I found the builder had made a mistake and fitted the deck transoms 7/16 throughout her length in lieu of 9/16 half the vessel's length amidships, and the wood waterway and deck partly laid. - As compensation the fore and aft deck ties on each side are now fitted for 1/2 the vessel's length amidships 18" wide by 7/16 in the hope that the Committee may favourably consider the same.
J. F. L.

The Gunwale Plate was not fitted on my last Survey 10th March 1869 B.D.

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

I am of opinion this Vessel should be Classed B1

The amount of the Fee£ 4 : 5 : 4 is received by me,

Special£ 14 : 1 : 5
Certificate (if required)£ 10 : 0 : 0

Committee's Minute 25th June 18 69

Character assigned B1

J. F. L.
M. P. Linton
I am of opinion this vessel should be classified as recommended
24/6/69