

7466 IRON SHIPS.

Recd 26/10/69
1869

No. 3035 Survey held at Glasgow Date 22nd October

on the Ship Loch Ness Master J. Micklejohn

Tonnage under tonnage deck 1121. 88 Built at Glasgow When built 1869 Launched Sept^r 21st 1869

Ditto of quarter deck 127. 55 By whom built Barclay Curle & Co Owners Glasgow Shipping Co

Ditto of poop, forecastle, or other erections on upper deck 54. 44 Port belonging to Glasgow Destined Voyage Melbourne

Ditto of spar deck 1194. 49 If Surveyed while Building, Afloat, or in Dry Dock Under Special Survey

Ditto of engine room PLAN CASE

	Feet.	Inches.	Feet.	Inches.	Depth from top of Upper Deck Beam to top of Floor	Feet.	Inches.	Power of Engines	Horse.	N ^o . of Decks
Length aloft	214	-	35	6	21	9				Two
Dimensions of Ship per Register, length <u>225. 5</u> breadth <u>35. 6</u> depth <u>21. 6</u>										
Plates in Garboard Strakes, breadth and thickness	36	13/16	36	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 3/4ths the entire depth of Hold		11/16		11/16						
" from 3/4ths depth of Hold to lower edge of Sheerstrake		10/16		10/16						
" Sheerstrake, breadth and thickness	36	12/16	36	12/16						
Butt Straps to outside plating, breadth and thickness	11. 15/16	10. 11/16	12. 1/16							
Gunwale Plate or Stringer on ends of Upper Deck Beams, breadth and thickness	38	10/16	30 1/2	10/16						
Angle Iron on ditto	5. 4 1/2	9/16	5. 4 1/2	9/16						
Stringer or Tie Plates fore and aft, on Upper Deck Beams, outside Hatchways	13 1/2	10/16	13 1/4	10/16						
Diagonal Tie Plates on ditto	13 1/2	10/16	13 1/4	10/16						
Planksheer, materials and scantlings										
Waterway ditto ditto										
Flat of Upper Deck, thickness and material	4		4							
How fastened to Beams	Galvanized Iron screws bolts & nuts									
Ceiling betwixt Decks and in Hold, thickness and material	2 1/2		2 1/2							
Clamps or Spirketting ditto										
Stringer Plates on ends of Hold or Lower Deck Beams, breadth and thickness	24	10/16	22 3/4	10/16						
Stringer or Tie Plates fore and aft outside Hatchways, on Hold or Lower Deck Beams	5. 4 1/2	9/16	5. 4 1/2	9/16						
Stringers in Hold	5. 4 1/2	9/16	5. 4 1/2	9/16						
Flat of Lower Deck, thickness and material	3		3							
Main piece of Rudder, diameter at head	6		5 3/4							
" " " " at heel	3 1/2		3							
(Can the Rudder be unshipped afloat?)	Yes									
Bulkheads, N ^o . and Thickness of										
" Height up Main Deck										
" how secured to the sides of the ship	Rivitted between two frames									
" size of vertical angle irons and their distance apart	3/4 3/4 7/16 and their distance apart 30 ins									

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

Knight-heads, and Hawse Timbers Iron

The Frames extend in one length from Keel to Openside rivitted through plates with (7/8 in.) rivets, about (6 in.) apart.

The reverse angle irons on the floors extend in one length across the middle line from top of Lower Deck Stringer Angle Iron, and " " on the frames " " " " from " " " " " "

Keelson, how are the various lengths of plates or angle irons connected? With butt straps

Plates, Garboard, double rivitted to keel, double at upper edge, with rivets (1 1/8 ins.) diameter, averaging (4 1/2 in.) apart.

" Edges from Garboards to upper part of bilge, worked clencher, double or single rivitted; with rivets (7/8 in.) diameter, averaging (3 ins.) apart.

" Butts from Keel to turn of bilge, worked carvel with butt straps (13 1/16 + 12 1/16) thick, double or single rivitted; with rivets (7/8 in.) diameter, averaging (3 ins.) apart. Do the butt straps lap over and rivet through the lands of the strake below Alternately

" Edges from bilge to sheerstrake, worked carvel with a lining piece () thick, or clencher, double or single rivitted; with rivets (7/8 in.) diameter, averaging (3 in.) apart. Do the butt straps lap over and rivet through the lands of the strake below Alternately

" Edges of Sheerstrake, double or single rivitted? At upper edge single At lower edge double

" Butts from bilge to planksheers, worked carvel with butt straps (11 1/16 10 1/16 12 1/16) thick, double or single rivitted; with rivets (7/8 in.) diameter, averaging (3 ins.) apart. Breadth of laps in double rivetting (5 1/2 times Breadth of laps in single rivetting ())

Butt straps of Keelsons, Stringer and Tie Plates, double or single rivitted? Double Rivitted

Planksheer, how secured to the plating of the sides } Explain by sketch } Quarter Waterway

Waterway " " planksheer and to the Beams } if necessary. }

Deck Beams, how secured to the side? By Bracket Ends rivitted to the frames

Upper or Lower Deck ditto Do

Paddle " " No. of breasthooks 4 crutches 4

What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c. Plate Parkhead Forge

Manufacturer's name or trade mark Angle Irons Mossend

We certify that the above is a correct description of the several particulars therein given.

Builder's Signature Barclay, Curle & Co Surveyor's Signature Alfred Linton

IRON 445 - 0077

7466 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 Yes or are they in short lengths of various thicknesses? No
 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.

Tested by Andrew Jack at
Chester Augth 24th 1869

Tested by Ad-Jack at
Chester Augth 9th 1869

N ^o .	She has SAILS.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	N ^o .	Weight Ex. Stock.	Test as per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
	Fore Sails,	Chain 11853	300	1 3/4	55.22	1 3/4	55 1/10	Bowers	3	30.2.22	29.3.0	30	28 6/10
	Fore Top Sails,	Sample Broke at 8 1/2 ft & 8 1/2 ft						By Mr. Taylor Glasgow Nov 11/69		30.0.15	28.15.0	30	28 1/10
	Fore Topmast Stay Sails	Hempes Stream Cable	90	1			15 1/16 only	Stream	1	12.2.9		12	
	Main Sails,	Hawser	90	11			10	Kedges	2	6.2.19		6	
	Main Top Sails,	Towlines	90	9 1/2			9 1/2		3	2.3.31		3	
		Warp	90	9 1/2			8 1/2						
		All of quality.	90	9 1/2			8 1/2						

Her Standing and Running Rigging Galathea's & Hemp sufficient in size and Good

She has Two Long Boat and Two others

The present state of the Windlass is Good Capstan Good and Rudder Good Pumps Two cast-iron good

Order for Special Survey No. 594 DATES of Surveys held 14/69 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 Built under Special Survey from 12th April till 22nd October 1869
 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

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

General Remarks. The Fore, Main Masts & Bowsprit of Iron 4 plates in the round 1/2 in & 7/16 thick double Rivetted. Butts double
 Length of Fore Mast 8 1/2 ft. Diameter 30 in plates 9 feet 5 in Long
 Main " 8 7/8 ft " 30 in " 9 ft 5 in "
 Bowsprit 3 ft 30 in " 9 ft 5 in "
 Main Mast 82 ft Iron 24 " 9 ft 5 in "
 Fore & Main Yards of Steel 47 ft Long 19 1/2 in Diameter plates 8 feet Long 5/16 thick
 Cross Jack Yard of Steel 46 ft Long 16 in Diameter plates 8 ft Long 5/16 thick 2 angle irons in each 3.3.3/8 the whole length & 4 Angle Irons in Centre
 Lower Topsail Yards of Steel 47 ft Long 16 in Diameter plates 8 ft Long 5/16 thick. All Lands single & Butts double in each of the Yards

In what manner are the surfaces preserved from oxidation? Inside Portland Cement in bottom & Remenged
 Ditto ditto Outside Red Lead and Patent Paint & Oil Paint

I am of opinion this Vessel should be Classed A1

The amount of the Fee £ 5 : 0 : 0 is received by me,
 Special £ 59.14.0
 Certificate (if required) £ 10.0.0

Committee's Minute 29th October 1869

Character assigned A1
 (A1CE) MM

Handwritten signature: R. Linton



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