

IRON SHIPS.

No. 5088 Survey held at Greenock Date 18th November Recd 23/12/69
 on the Iron Ship "Jessie Readman" Master Strachan
 Tonnage under tonnage deck 897.94 Built at Greenock When built 1869 Launched 9th Nov 1869
 Ditto of quarter deck 27.81 By whom built Scott & Co Owners Allison Shipping Co
 Ditto of poop, forecabin, &c. 36.91 Port belonging to Glasgow Destined Voyage Lytle to
 other erections on upper deck 20.86 If Surveyed while Building, Afloat, or in Dry Dock While Building and Afloat.
 Ditto of spar deck
 Ditto of engine room
 Gross tonnage, 1013.02
 Net crew space 51.06
 Total Register tonnage, 961.96
 as cut on beam

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
198	10		32	6	10	21	0	5			Two
(Dimensions of Ship per Register, length 204 breadth 32.65 depth 20.85)											
Keel, if bar iron, depth and thickness	Inches in Ship.			Inches required per Rule.			Plates in Garboard Strakes, breadth and thickness				
8 x 3	8 x 3			31 12 30 12							
if plate iron, breadth and thickness	8 x 3			46 46							
Stem, if bar iron, moulding and thickness	8 x 3			12 12 12 12							
if plate iron, breadth and thickness	8 x 3			96 96							
Stern-post, if bar iron, moulding and thickness	8 x 3			31 46 30 46							
if plate iron, breadth and thickness	23 23			86 96							
Distance of Frames from moulding edge to moulding edge, all fore and aft	23 23			of Sheerstrake							
Butt Straps to outside plating, breadth and thickness	10 12 46 46 12 46 46			12 46 12 46							
Gunwale Plate or Stringer on ends of Upper Deck Beams, breadth and thickness	33 96 28 96			5 x 4 x 86 5 x 4 1/2 x 96							
Angle Iron on ditto	12 96 12 96			12 96 12 96							
Stringer or Tie Plates fore and aft, on Upper Deck Beams, outside Hatchways	12 96 12 96			12 96 12 96							
Diagonal Tie Plates on ditto	12 96 12 96			12 96 12 96							
Planksheer, materials and scantlings	Waterway ditto ditto Iron. Rudder.			Flat of Upper Deck, thickness and material							
Waterway ditto ditto Iron. Rudder.	4 3 3 3 3 3 3 3 3 3 3 3			how fastened to Beams							
Flat of Upper Deck, thickness and material	4 3 3 3 3 3 3 3 3 3 3 3			Ceiling betwixt Decks and in Hold, thickness and material							
how fastened to Beams	4 3 3 3 3 3 3 3 3 3 3 3			Clamps or Spirketting ditto							
Ceiling betwixt Decks and in Hold, thickness and material	4 3 3 3 3 3 3 3 3 3 3 3			Stringer Plates on ends of Hold or Lower Deck Beams, breadth and thickness							
Clamps or Spirketting ditto	4 3 3 3 3 3 3 3 3 3 3 3			Stringer or Tie Plates fore and aft outside Hatchways, on Hold or Lower Deck Beams							
Stringer Plates on ends of Hold or Lower Deck Beams, breadth and thickness	4 3 3 3 3 3 3 3 3 3 3 3			Stringers in Hold							
Stringer or Tie Plates fore and aft outside Hatchways, on Hold or Lower Deck Beams	4 3 3 3 3 3 3 3 3 3 3 3			Flat of Lower Deck, thickness and material							
Stringers in Hold	4 3 3 3 3 3 3 3 3 3 3 3			Main piece of Rudder, diameter at head							
Flat of Lower Deck, thickness and material	4 3 3 3 3 3 3 3 3 3 3 3			at heel							
Main piece of Rudder, diameter at head	4 3 3 3 3 3 3 3 3 3 3 3			(Can the Rudder be unshipped afloat)							
at heel	4 3 3 3 3 3 3 3 3 3 3 3			Bulkheads, No. One Thickness of							
(Can the Rudder be unshipped afloat)	4 3 3 3 3 3 3 3 3 3 3 3			Height up to upper deck							
Bulkheads, No. One Thickness of	4 3 3 3 3 3 3 3 3 3 3 3										
Height up to upper deck	4 3 3 3 3 3 3 3 3 3 3 3										

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 Gunwale
 The reverse angle irons on the floors extend in one length across the middle line from the lower deck and 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 1/4 ins.) diameter, averaging (4 1/2 ins.) apart.
 Edges from Garboards to upper part of bilge, worked clencher, double or single rivetted; with rivets (1/2 in.) diameter, averaging (3 1/2 ins.) apart.
 Butts from Keel to turn of bilge, worked carvel with butt straps (1/4 + 1/4) thick, double or single rivetted; with rivets (1/2 in.) diameter, averaging (3 1/2 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 (1/2 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 of Sheerstrake, double or single rivetted? At upper edge Single At Angle Iron double At lower edge Double
 Butts from bilge to planksheers, worked carvel with butt straps (1/4 + 1/4) thick, double or single rivetted; with rivets (1/2 in.) diameter, averaging (3 1/2 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? Double 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, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.? West Cumberland Hematite Iron
 Manufacturer's name or trade mark Loth, Wilson & Bell, Walker Bros & West Cumberland Hematite 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 W. B. M. S.

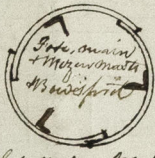
IRON 45 - 0202

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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 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 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. Walter & Co. Angle Irons, Ribbumberland Hematite Iron, Plates)

Masts &c.	Thickness of plates	Rivetting of butts	Rivetting of edges	Angle Irons &c. Diameters
Foremast	6/6	Double	Single	4 x 3 x 7/8 - 3 26 1/4 inches
Main Mast	6/6	"	"	4 x 3 x 7/8 - 3 26 1/4 "
Mizen Mast	6/6	"	"	3 x 3 x 7/8 - 3 24 "
Bowsprit	6/6	"	"	4 x 3 x 7/8 - 3 25 "



Anchors & Chain cables tested at Staffordshire Public Chain & Anchor Testing Co. (Limited). M.K. Reade, Superintendent

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.	Wt. req'd per Rule.	Test req'd per Rule.
N ^o .			6120. 13. 5/11/1869	300 strand	1 1/8	51.5.0.0	1 1/8	51 3/8 tons	4363. 15. 1	1	28. 2. 2	27.10.3.0	27.3.0	26 3/4 tons	
Two Sails	Fore Sails,	Chain							3/4/1869	stock	A. 2. 21				
	Fore Top Sails,								4363. 15. 1	1	28. 1. 11	27.8.1.0	27.3.0	26 3/4 "	
	Fore Topmast Stay Sails	Hempen ^{Chain} Stream Cable	90	15/8		15/8			3/4/1869	stock	A. 2. 7				
	Main Sails,	Hawser	90	10		10			4363. 15. 1	1	24. 2. 1	24.6.1.14	23.2.10	23 1/2 "	
	Main Top Sails,	Towlines	90	9		9			3/4/1869	stock	A. 0. 14				
		Warp	90	5 1/2		5 1/2			Stream	1	11. 0. 21		11. 0. 0		
and		All of <u>Good</u> quality.							Kedges	1	5. 2. 21		5. 2. 0		
										1	2. 3. 0		2. 3. 0		

Her Standing and Running Rigging Heavy sufficient in size and Good in quality.
She has Two Life Boats One Long Boat and Big
The present state of the Windlass is Good Two Capstans Good and Rudder Good with patent steering gear Pumps Two Iron. Kirkland's patent Good

Order for Special Survey	DATES of	1st.	On the several parts of the frame, when in place, and before the plating was wrought	} <u>Special Survey</u> <u>while building from</u> <u>January to Novr 1869</u> <u>in all 36 Visits.</u>
No. <u>501</u>	Surveys held	2nd.	On the plating during the progress of rivetting	
Date <u>14th Jan'y 1869</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	

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 N^o 501. Is Ship rigged; and has a full Poop and Forecastle, with a Keel on deck for part of Cows. And is a sister ship to the Christian M. Ausland Report N^o 5671. Particulars of which were submitted and approved of, as per (midship section) attached thereto.

In what manner are the surfaces preserved from oxidation? Inside Portland Cement between floors to upper part of bilges; above with three coats of Red lead,
Ditto ditto Outside Three coats of Red lead; Marse grease on bottom; Black paint on topsides

I am of opinion this Vessel should be Classed A1

The amount of the Fee£ 5 : 0 : 0 is received by me,
Dec 2nd 1869 Special£ 48 : 2 : 0
X Certificate (if required)£ : : 0

Committee's Minute 24th Dec 1869

Character assigned A1

I am of opinion this Sailing Ship is eligible for Classification and recommended above
M. D. 21/12/69

