

# IRON SHIPS.

Rec 30/6/70

Survey held at Glasgow Date 29<sup>th</sup> Dec<sup>r</sup> 1869 to 29<sup>th</sup> June 1870  
 the S. S. Ocean Master Cumming  
 Built at Glasgow When built 1870 Launched 28<sup>th</sup> May  
 By whom built London & Glasgow Co<sup>rs</sup> Owners C. Williamson  
 Port belonging to Leith Destined Voyage Mediterranean  
 If Surveyed while Building, Afloat, or in Dry Dock Whilst Building & Afloat.

Volume under tonnage deck 688.46  
 Tonnage of quarter deck 4.01  
 Tonnage of poop, forecastle, or other erections on upper deck 420.37  
 Tonnage of spar deck 235.46  
 Tonnage of engine room 1071.91  
 Tonnage less new space 836.45  
 Register tonnage, on beam 40.93  
 Tonnage space 40.93

Length aloft 230 0 Extreme Breadth 31 2 Depth from top of Upper Deck Beam to top of Floor 22 0 Power of Engines 130 No. of Decks Two

Dimensions of Ship per Register, length 231.2 breadth 31.2 depth 21.85

	Inches in Ship.	Inches required per Rule.	Inches in Ship.	Inches required per Rule.	Inches in Ship.	Inches required per Rule.	Inches in Ship.	Inches required per Rule.
Keel, if bar iron, depth and thickness	8 1/2 x 3	8 1/2 x 3	8 1/2 x 3	8 1/2 x 3	8 1/2 x 3	8 1/2 x 3	8 1/2 x 3	8 1/2 x 3
Stem, if bar iron, moulding and thickness	8 1/2 x 3	8 1/2 x 3	8 1/2 x 3	8 1/2 x 3	8 1/2 x 3	8 1/2 x 3	8 1/2 x 3	8 1/2 x 3
Stern-post, if bar iron, moulding and thickness	7 1/2 x 5 1/2	7 x 5 1/2	7 1/2 x 5 1/2	7 x 5 1/2	7 1/2 x 5 1/2	7 x 5 1/2	7 1/2 x 5 1/2	7 x 5 1/2
Distance of Frames from moulding edge to moulding edge, all fore and aft	24	24	24	24	24	24	24	24
Frames, Size of Angle Iron, single or double	4 1/2 x 3	8/16	4 x 3	7/16	4 1/2 x 3	8/16	4 x 3	7/16
Floors, depth and thickness of Floor Plate at mid line	2 1/2	10/16	2 1/2	8/16	2 1/2	10/16	2 1/2	8/16
Beams, Deck (No. ) double Angle Iron, Plate, Tee, or Bulb Iron	7 1/2	7/16	7 1/2	7/16	7 1/2	7/16	7 1/2	7/16
Hold, or Lower Deck (No. ) double Angle, Tee, Plate, or Bulb Iron	15 1/2	12/16	15	13/16	15 1/2	12/16	15	13/16
Keelson, single or double plate, box, or intercastal	15 1/2	12/16	15	13/16	15 1/2	12/16	15	13/16
Side, single or double plate, box, or intercastal	5 1/2	9/16	5 1/2	9/16	5 1/2	9/16	5 1/2	9/16
Bilge (No. ) at each Bilge	7 1/2	7/16	7 1/2	7/16	7 1/2	7/16	7 1/2	7/16
Intercastal between bilge & M. Line	5 1/2	9/16	5 1/2	9/16	5 1/2	9/16	5 1/2	9/16
Frames extend in one length from M. Line to Upper Deck	230 0		230 0		230 0		230 0	

Plates in Garboard Strakes, breadth and thickness 33  
 Ditto from Garboard to upper part of Bilges 10/16  
 from upper part of Bilge to a perpendicular height from upper side of Keel of 3/4ths the entire depth of Hold 9/16  
 from 3/4ths depth of Hold to lower edge of Sheerstrake 9/16  
 Sheerstrake, breadth and thickness 36  
 Butt Straps to outside plating, breadth and thickness 9 1/4  
 Gunwale Plate or Stringer on ends of Deck Beams, breadth and thickness 33  
 Angle Iron on ditto 5  
 Stringer or Tie Plates fore and aft, on Deck Beams, outside Hatchways 5  
 Diagonal Tie Plates on ditto 5  
 Planksheer, materials and scantlings 5  
 Waterway ditto ditto 5  
 Flat of Upper Deck, thickness and material 3  
 Ceiling between Decks and in Hold, thickness and material 3  
 Clamps or Spirketting ditto 5  
 Stringer Plates on ends of Hold or Lower Deck Beams, breadth and thickness 20  
 Stringer or Tie Plates fore and aft outside Hatchways, on Hold or Lower Deck Beams 5  
 Stringers in Hold 5  
 Flat of Lower Deck, thickness and material 5 3/4  
 Main piece of Rudder, diameter at head 5 3/4  
 Bulkheads, No. 5 Thickness of 7/16  
 Height up to Deck 30  
 how secured to the sides of the ship riveted to the frames  
 size of vertical angle irons 4 1/2 x 3 and their distance apart 30

Manufacturer's name or trade mark Glasgow Best  
 We certify that the above is a correct description of the several particulars therein given.  
 Builder's Signature Wm. Kelly Surveyor's Signature J. M. Moverly  
 1869446-0317

8073 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? in one piece

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 corner of 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.)

Schooner Rigged. — Iron masts. —

Tested at Newcastle upon Tyne by R. Burrell 7<sup>th</sup> March 1870. Tested at Newcastle upon Tyne by R. Burrell 7<sup>th</sup> March 1870.

N <sup>o</sup> .	She has SAILS.	CABLES, &c.			ANCHORS, &c		N <sup>o</sup> .	Weight. Ex. Stock.	Test as per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
		Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.					
	Fore Sails,	Chain ..... 3571	150	1 9/16	44.0.0	300	8576	1	23.2.13	23.11.3 1/2	23 5/10
	Fore Top Sails,	Chain ..... 2572	150	1 9/16	44.0.0	444	8578	1	23.2.10	23.11.3 1/2	23 5/10
	Fore Topmast Stay Sails	chain					8577	1	20.3.3	21.10.17	19.3.25
	Main Sails,	Hempen Stream Cable	60	1 5/16	44.0.0	14/16	8579	1	8.1.3	10.8.3	10.0.0
	Main Top Sails,	Hawser .....	90	1 9/16	44.0.0	8	Stream .....	1	2.0.0	2.0.0	2.0.0
		Towlines .....	90	5 1/2	44.0.0	5	8520	1	4.0.2	6.11.1	5.0.0
		Warp .....	60	4	44.0.0	5	Kedges	1	2.0.0	4.10.0	2.1.0
		All of <u>Good</u> quality.	60	3	44.0.0	5	8521	1	2.0.0	4.10.0	2.1.0

Her Standing and Running Rigging Galv<sup>d</sup> Wire & Hemp sufficient in size and Good

She has One Long Boat and three others

The present state of the Windlass is New Capstan New and Rudder New Pumps Efficient, 2 Main, 2 in and Confine

Order for Special Survey	DATES of	1st.	2nd.	3rd.	4th.	5th.
No. <u>657</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>Apr 19/69</u>	while building					
Order for Ordinary Survey	as per					
No. <u>1</u>	Section 18.					
Date <u>1/7/70</u>						

Under Special Survey from 29<sup>th</sup> Dec 1869 to 29<sup>th</sup> June 1870. 35 visits

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

**General Remarks,**

Fore, and Main masts of Iron plates 7/16 & 6/16 thick. Lands double, and Butts double, and treble riveted, Fore mast 74 ft long by 24 1/2 dia<sup>r</sup>. Main mast 71 1/2 ft long by 24 1/2 dia<sup>r</sup>. — The main deck of this vessel all fore and aft is of Iron plates 7/16 thick, Lands single. Butts double riveted, and the Lower deck for 36 feet from forward is of Iron plates 6/16th thick, and Watertight. — abaft this the hold beams are joined as shown in Section spaced from 14 to 16 ft apart.

In what manner are the surfaces preserved from oxidation? Inside Cement & Oil paint  
Ditto ditto Outside oil paint

I am of opinion this Vessel should be Classed A1

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

Special ..... £ 53 : 12 :  
Certificate (if required) ..... £ gratis

Committee's Minute 1<sup>st</sup> July 1870

Character assigned A1  
WV

Wm Moverly  
Surveyor  
Lloyd's Register  
29 Dec 1869