

IRON SHIPS.

Rev 1/9/70

No. 1122 Survey held at Newcastle Date, first Survey 21st June Last Survey 3rd September 1870
 on the Iron Screw Steamer "Adela" Master P. Mesa

Tonnage under Tonnage Deck <u>235.02</u>	ONE, OR TWO DECKED VESSELS.	THREE DECKED VESSELS.	Built at <u>Newcastle</u>
Ditto of Spar Deck, or Awning Deck. <u>37.54</u>	Half moulded breadth <u>11.6</u>	Half Moulded Breadth....	When built <u>1870</u> Launched <u>13th August</u>
Ditto of Poop, or Raised Qr. Dk. <u>35.56</u>	Depth from upper part of Keel to top of Upper Deck Beams <u>12.9</u>	Total Depth if three or more Decks	By whom built <u>A. Leslie & Co.</u>
Ditto of Houses on Deck <u>13.48</u>	Girth of Half Midship Frame <u>20.4</u>	Total Girth of Half Midship Frame	Owners <u>Levy Bros.</u>
Gross Tonnage <u>322.40</u>	1st Number <u>445</u> Length <u>149</u>	3rd Number	Port belonging to <u>Malaga</u>
Crew Space, as per Rule <u>not measured</u>	<u>40.05</u>	4th Number	Destined Voyage <u>Malaga</u>
Register Tonnage, out on Beam <u>219.24</u>	2nd Number <u>66305</u>	Depths to Length <u>12 120</u> <u>12 139</u>	If Surveyed while Building, Afloat, or in Dry Dock <u>While building.</u>
Engine Room <u>103.16</u>	Register Tonnage, as a Steamer, cut on the Beam <u>219.24</u>	Breadths to Length	

Length on deck as per Rule 149 Moulded Breadth 23 Depth from top of Keel to Deck Beam, as per Rule 12 Power of Engines 75 No. of Decks one No. of Tiers of Beams one

Dimensions of Ship per Register, length, 150.3 breadth, 23.15 depth, 11.2

Description	Inches in Ship			Inches required per Rule		
	Inches	16ths	Inches	Inches	16ths	Inches
Keel, bar iron , depth and thickness	<u>7</u>	<u>15/8</u>	<u>7</u>	<u>7</u>	<u>15/8</u>	<u>7</u>
Stem, bar iron , moulding and thickness	<u>4</u>	<u>17/8</u>	<u>6 1/4</u>	<u>6 1/4</u>	<u>15/8</u>	<u>6 1/4</u>
Stern-post do. do. do.	<u>7</u>	<u>3 3/4</u>	<u>6 1/4</u>	<u>6 1/4</u>	<u>8 1/4</u>	<u>6 1/4</u>
Distance of Frames from moulding edge to moulding edge, all fore and aft	<u>21</u>		<u>21</u>			
Frames, size of Angle Iron, for 3/4 length amidships	<u>3</u>	<u>3</u>	<u>6</u>	<u>3</u>	<u>2 1/2</u>	<u>5</u>
Do. for 1/2 at each end	<u>3</u>	<u>2 1/2</u>	<u>5</u>	<u>3</u>	<u>2 1/2</u>	<u>4</u>
Reversed Frames, size of Angle Iron	<u>2 1/2</u>	<u>2 1/2</u>	<u>5</u>	<u>2 1/4</u>	<u>2 1/4</u>	<u>4</u>
Floors, depth and thickness of Floor Plate at mid line for half the length amidships	<u>14</u>	<u>6</u>	<u>14</u>	<u>14</u>	<u>5</u>	
Do. at the ends	<u>3</u>	<u>6</u>				
Do. do. do. at Bilge Keelson	<u>3</u>	<u>6</u>				
Do. height extended at the Bilges	<u>28</u>		<u>28</u>			
Beams, Three Decked, Spar, or Awning Decked (No. <u>41</u>) single or double Angle Iron, Plate or Tee Bulb Iron	<u>6</u>	<u>5</u>	<u>5 3/4</u>	<u>5</u>		
Single or double Angle Iron on Upper edge	<u>2 1/2</u>	<u>2 1/2</u>	<u>5</u>	<u>2 1/4</u>	<u>2 1/4</u>	<u>4</u>
Average space	<u>alternate panned</u>					
Beams, Upper or Middle Deck (No. <u>41</u>) single or double Angle Iron, Plate or Tee Bulb Iron	<u>6</u>	<u>5</u>	<u>5 3/4</u>	<u>5</u>		
Single or double Angle Iron on Upper Edge	<u>2 1/2</u>	<u>2 1/2</u>	<u>5</u>	<u>2 1/4</u>	<u>2 1/4</u>	<u>4</u>
Average space	<u>alternate panned</u>					
Beams, Lower Deck or Orlop (No. <u>41</u>) single or double Angle Iron, Plate or Tee Bulb Iron	<u>6</u>	<u>5</u>	<u>5 3/4</u>	<u>5</u>		
Single or double Angle Iron on Upper Edge	<u>2 1/2</u>	<u>2 1/2</u>	<u>5</u>	<u>2 1/4</u>	<u>2 1/4</u>	<u>4</u>
Average space	<u>alternate panned</u>					
Keelson Centre line, single or double plate, box or intercostal, size of Plates	<u>14</u>	<u>5</u>	<u>14</u>	<u>14</u>	<u>5</u>	
Do. Bulb Plate to Intercostal Keelson	<u>36</u>	<u>6</u>	<u>5 3/4</u>	<u>5</u>		
Do. Size of Angle Irons	<u>3</u>	<u>3</u>	<u>6</u>	<u>3</u>	<u>3</u>	<u>6</u>
Do. Side Intercostal Keelson, size of Plates	<u>3</u>	<u>3</u>	<u>6</u>	<u>3</u>	<u>3</u>	<u>6</u>
Do. Angle Irons on tops of Floors	<u>3</u>	<u>3</u>	<u>6</u>	<u>3</u>	<u>3</u>	<u>6</u>
Do. Bilge Keelson, Bulb Iron	<u>24</u>	<u>6</u>	<u>5 3/4</u>	<u>5</u>		
Do. do. Angle Irons	<u>3</u>	<u>3</u>	<u>6</u>	<u>3</u>	<u>3</u>	<u>6</u>
Do. Side Stringers (No. <u>one</u>) size of Angle Irons	<u>3</u>	<u>3</u>	<u>6</u>	<u>3</u>	<u>3</u>	<u>6</u>

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

Knight-heads iron Hawse Timbers iron

Windlass, Farfield's patent Pall Bitt not required

The Frames extend in one length from Keel to gunwale Riveted through plates with 3/4 in. Rivets, about 2 1/2 apart.

The Reverse Angle Irons on the floors extend across the middle line from bilge to bilge

On all the Frames and to the gunwale or alternate panned.

Keelsons. Are the various lengths of Plates and Angle Irons properly connected? Yes And are their butts properly shifted? yes

Plates, Garboard, double Riveted to Keel, double at upper edge, with Rivets (1 1/4 in.) diameter, averaging (4x3 ins.) from centre to centre.

Do. Edges from Garboards to upper part of Bilge, worked Glencher, double or single Riveted; with Rivets (5/8 in.) diameter, averaging (2 1/2 ins.) from centre to centre.

Do. Butts from Keel to turn of Bilge, worked carvel with butt straps (7x10) thick, treble, double or single Riveted; with Rivets (3/4 in.) diameter averaging (3x2 1/2 ins.) from centre to centre. Do the Butt Straps lay over and Rivet through the lands of the strakes above or below? no

Do. Edges of Sheerstrake, double or single Riveted. At upper edge single At lower edge double

Do. Butts from Bilge to Planksheers, worked Carvel with Butt-Straps (6x9) thick, double or single Riveted; with Rivets (5/8 in.) diameter, averaging (2 1/2 ins.) from centre to centre. Breadth of laps in double Riveting (3 1/2) Breadth of laps in single Riveting ()

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? double riveted

Planksheer, how secured to the plating of the sides, Explain by Sketch,

Waterway " " planksheer and to the Beams, if necessary. gatten.

Beams of the various Decks, how secured to the sides? welded butts riveted to frames No. of Breasthooks, 4 Crutches, 3

What description of Iron is used for the Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? C. M. Muntz & Co. iron

Manufacturer's name or trade mark, Palmer & Co.

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

Builder's Signature, Andrew Leslie & Co Surveyor's Signature, A. Reed

IRON 447-0037



8237

Workmanship. Are the butts of plating planed or otherwise fitted? planed

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 single pieces

Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? fairly and are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? 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 riveting, quality of Materials, and if stamped with Maker's name.

State also Length and Diameter of Lower Masts and Bowsprit

N ^o .	Number for equipment	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.
	4293	100	1	10.0.0.0	1	10.0.0.0			2.5	9.15.3.21	7.1.0	99/20
		60	3/4				Bowers	2	7.1.2	9.13.3.0	7.1.0	99/20
		90	0		7 1/2		Stream	1	2.3.3		2.3.0	
		90	5		5 1/2		Kedges	1	1.1.3		1.1.0	
		100	3									

Her Standing and Running Rigging heap sufficient in size and good in quality. She has one Boat and one other

The present state of the Windlass is good and Rudder good Pumps good & sufficient

Engine Room Skylights.—How constructed? Leak framed with hulls How secured in ordinary weather? flat down & bolted

What arrangements are there for deadlights in such for bad weather? Tarpaulins

Coal Bunker Openings.—How constructed? Iron castings How are lids secured? bolts & nuts How high above deck? 2' but on poop.

Scuppers, &c.—What arrangements are there beyond the scuppers on deck, for clearing upper deck of water, in case of a sea coming on board? Six ports

Cargo Hatchways.—How formed? Iron curving riveted to beams State size 21'0" x 8'0" this is the main hatchway.

If of extraordinary size, state how framed and secured? ordinary

What arrangement for shifting beams? one of bulb iron & double angle iron on top edge

Hatches, themselves, whether strong and efficient? good Main Hatchways.—State size 21'0" x 8'0"

Order for Special Survey No. 775 DATES of

Date 14 June 1870 Surveys held

Order for Ordinary Survey No. — while building

Date — as per

No. 134 in builder's yard. 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 riveting
- 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 or cemented
- 5th. After the ship was launched and equipped

General Remarks, This vessel is fitted with a water ballast tank (top plating 5/16) extending from the foremast bulkhead for a length of 63 feet amidships.

The main deck over Engine and Boiler spaces is plated from side to side with 5/16 iron for a length of 49 feet.

The butt straps of Sheerstrakes for about one half her length amidships are hebble riveted, and it will be seen that in several other respects she is in excess of the requirements of the present Rules for the 100 A character.

In what manner are the surfaces preserved from oxidation? Inside by Portland Cement Outside by paint & composition.

I am of opinion this Vessel should be Classed 100 A. T.

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

Travelling Expenses (if any)£ - : - : -

Special£ 16 : 2 : "

Certificate - : - : -

Committee's Minute 6th September 70.

Character assigned 100 A. T.

[Handwritten signatures and notes]

A. P. Reed

This vessel appears eligible to be Classed as a 100 A. T. above the 100 A. T.

100 A. T.

5.9.70

The vessel is fitted with a water ballast tank (top plating 5/16) extending from the foremast bulkhead for a length of 63 feet amidships.