

IRON SHIPS.

Rev 1/9/70

No. 1122 Survey held at Newcastle
on the Iron Steamer "Adela"Date, first Survey 21st June

Last Survey 3 September 1870

Master P. Maza

Tonnage under Tonnage Deck 235.82

ONE, OR TWO DECKED VESSELS.

THREE DECKED VESSELS.

Built at Newcastle

When built 1870 Launched 13 August

By whom built A. Leslie & Co.

Owners Louis Bros.

Port belonging to Malaga

Destined Voyage Malaga

If Surveyed while Building, Afloat, or in Dry Dock

While building.

Length on deck as per Rule 149 0

Feet. Inches. Moulded Breadth 23 0

Feet. Inches. Depth from top of Keel to Deck Beam, as per Rule 12 9

Horse. 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

Keel, ~~if centre through plate~~ depth and thickness $7 \times 1 \frac{1}{2}$
Stem, ~~if bar iron~~ moulding and thickness $4 \times 1 \frac{1}{2}$
Stern-post do. do. do. $7 \times 3 \frac{3}{4}$
Distance of Frames from moulding edge to moulding edge, all fore and aft 21

Inches in Ship. Inches required per Rule.
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Flat Keel Plates, breadth and thickness $3 \frac{1}{4}$
Plates in Garboard Strakes, breadth and thickness $3 \frac{1}{4}$
Do. from Garboard to upper part of Bilges 7
Do. of doubling at Bilge, or increased thickness, and length applied 7
Do. from upper part of Bilge to lower edge of Sheerstrake 6
Do. Sheerstrake, breadth and thickness 30
Do. of doubling at Sheerstrake, and length applied 9×7
Butt Straps to outside plating, breadth and thickness $8 \times 9 \frac{3}{4}$
Lengths of Plating 10.6
Shifts of Plating, and Stringers 42
Gunwale Plate on ends of Awning, or Spar Deck Beams, breadth and thickness 9×6
Angle Iron on ditto 9×6
Tie Plates (fore and aft), outside Hatchways 9×6
Diagonal Tie Plates on Beams (No. of Pairs) 4
Planksheer material and scantling $3 \frac{1}{4}$
Waterways do. do. $3 \frac{1}{4}$
Flat of Deck do. do. $3 \frac{1}{4}$
How fastened to Beams $by cross & screw bolts$
Stringer Plate on ends of Upper or Middle Deck Beams, breadth and thickness 24×7
Angle Irons on ditto (No. 2) $3 \times 3 \times 6$
Tie Plates, outside Hatchways 9×6
Diagonal Tie Plates on Beams (No. of pairs) 4
Waterways materials and scantlings $show gatten$
Flat of Deck do. $3 \frac{1}{4}$
How fastened to Beams $by cross & screw bolts$
Stringer Plates on ends of Lower Deck or Orlop Beams 24×7
Angle Irons on ditto (No.) $3 \times 3 \times 6$
Stringer or Tie Plates, outside Hatchways 9×6
Flat of Deck $3 \frac{1}{4}$
Ceiling between Decks, thickness and material $2 \frac{1}{2}$ inch 2×3
Do. in hold do. do. $2 \frac{1}{4}$
Clamps or Spiketting 4
Main piece of Rudder, diameter at head 4
Do. do. at heel $2 \frac{3}{4}$
(Can the Rudder be unshipped afloat? yes)
Bulkheads No. 3 Thickness of $4 \frac{1}{2}$
Do. Height up upper deck $3 \frac{1}{2}$
Do. How secured to the sides of the ship $by double plates$
Do. Size of Vertical Angle Irons, $3 \times 3 \times 6$ and their distance apart, 30
Do. Are the outside Plates doubled two spaces of Frames in length yes

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

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

On all the Frames and to the gunwale on alternate frames.

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 ($1 \frac{1}{4}$ in.) diameter, averaging (4×3 ins.) from centre to centre.Do. Edges from Garboards to upper part of Bilge, worked Glencher, double or single Riveted; with Rivets ($5 \frac{1}{2}$ in.) diameter, averaging ($2 \frac{1}{2}$ ins.) from centre to centre.Do. Butts from Keel to turn of Bilge, worked carvel with butt straps ($7 \times \frac{9}{16}$) thick, treble, double or single Riveted; with Rivets ($9 \times \frac{5}{8}$ in.) diameter averaging ($3 \times 2 \frac{1}{2}$ ins.) from centre to centre.

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 ($6 \times \frac{9}{16}$) thick, double or single Riveted; with Rivets ($5 \frac{1}{2}$ in.) diameter, averaging ($2 \frac{1}{2}$ ins.) from centre to centre. Breadth of laps in double Riveting ($3 \frac{1}{2}$) Breadth of laps in single Riveting (3)

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, gatten.

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

Beams of the various Decks, how secured to the sides? welded & 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. Palmer & Co. Janour

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, H. Needs

IRON 447-0037

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't req'd per Rule.	Test req'd per Rule.
	<u>7293</u>	<u>100</u>	<u>1 1/2</u>	<u>10.0.0.0</u>	<u>1</u>	<u>10.0.0.0</u>						
	SAILS.											
	CABLES, &c.											
	Chain <u>60</u>	<u>3/4</u>					Bowers	<u>2</u>	<u>7.2.5</u>	<u>7.15.3.21</u>	<u>7.1.0</u>	<u>99/20</u>
	Fore Sails, (State Machine where Tested, and name of Superintendent).						(State Machine where Tested, and name of Superintendent).					
	Fore Top Sails, <u>Tested at Lloyd's Sign R. Russell Supt.</u>						with <u>etc</u>					
	Fore Topmast Stay Sails	<u>90</u>	<u>0</u>		<u>7 1/2</u>		Stream	<u>1</u>	<u>2.3.3</u>		<u>2.3.0</u>	
	Main Sails, Hawser	<u>90</u>	<u>5</u>		<u>5 1/2</u>							
	Main Top Sails, Towlines ...	<u>100</u>	<u>3</u>				with <u>etc</u>					
	Warp						Kedges	<u>1</u>	<u>1.1.3</u>		<u>1.1.0</u>	
	All of <u>good</u> quality.											

Her Standing and Running Rigging heirp sufficient in size and good in quality. She has one Boat and one other
 The present state of the Windlass is good Capstan 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 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 } built
 2nd. On the plating during the progress of riveting } under
 3rd. When the beams were in and fastened, and before the decks were laid } special
 4th. When the ship was complete, and before the plating was finally coated or cemented } survey
 5th. After the ship was launched and equipped

General Remarks, This vessel is fitted with a water ballast tank (top plating 1/16")
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 1/16 iron for a length of 49 feet.
The butt straps of Shearshakes 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. I.

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

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

Special£ 16 : 2 : :
 Certificate£ - : - : -

Committee's Minute 6th September 1870.

Character assigned 100 A. I. (A & C P)

A. P. Reed
 This Vessel appears eligible to be Classed as recommended above by 100 A. I.
 Lloyd's Register
 5.9.70
 Foundation

It is recommended that the vessel be classed in the 100 A. I. category.