

IRON SHIPS.

No. 5842 Survey held at Port Glasgow Date 8th Sept^r Recd 28/8/79
1870
on the Screw Steamer South Western Master W. Kinneir

Tonnage under tonnage deck 390.49
Ditto of ~~upper~~ lower 39.00
Ditto of ~~upper~~ lower 20.89
other erections on upper deck
Ditto of spar deck
Ditto of engine room 174.30
Gross tonnage, less 460.38
crew space 26.19 434.19
Net Register tonnage, 259.89
as entered on beam

Built at Port Glasgow When built 1870 Launched 28th July 1870
By whom built Blackwood & Gordon Owners Robert Henderson & Son
Port belonging to Androssan Destined Voyage Androssan to Belfast
If Surveyed while Building, Afloat, or in Dry Dock While Building and Afloat

PLANS CASE

Length aloft 190 Feet. Inches. Extreme Breadth 26 3/10 Feet. Inches. Depth from top of Upper Deck Beam to top of Floor 13 Feet. Inches. Power of Engines 120 Horse. Effective 600 N^o. of Decks Two

(Dimensions of Ship per Register, length 195 breadth 26 depth 12.85)

	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.....	<u>7 x 2 1/2</u>	<u>6 3/4 x 2 1/2</u>						
„ if plate iron, breadth and thickness	<u>7 x 2 1/2</u>	<u>6 3/4 x 2 1/2</u>						
Stem, if bar iron, moulding and thickness	<u>7 x 2 1/2</u>	<u>6 3/4 x 2 1/2</u>						
„ if plate iron, breadth and thickness	<u>7 x 2 1/2</u>	<u>6 3/4 x 2 1/2</u>						
Stern-post, if bar iron, moulding and thickness	<u>8 1/2 x 4 1/2</u>	<u>6 3/4 x 5</u>						
„ „ if plate iron, breadth and thickness								
Distance of Frames from moulding edge to moulding edge, all fore and aft	<u>21</u>	<u>21</u>						
Frames, Size of Angle Iron, single or double ..	<u>3 1/2</u>	<u>3</u>	<u>7/16</u>	<u>3/4</u>	<u>2 3/4</u>	<u>6/16</u>		
„ „ Reversed Iron, <u>to every frame</u> or every frame.....	<u>2 1/2</u>	<u>2 1/2</u>	<u>6/16</u>	<u>2 1/2</u>	<u>2 1/2</u>	<u>5/16</u>		
Floors, depth and thickness of Floor Plate at mid line	<u>16 1/2</u>	<u>7/16</u>	<u>16 1/4</u>	<u>7/16</u>				
„ Ditto ditto at Bilge Keelson		<u>7/16</u>		<u>7/16</u>				
„ Size of Reversed Angle Iron, and No. <u>Single</u> at top of Floor Plate	<u>2 1/2</u>	<u>2 1/2</u>	<u>6/16</u>	<u>2 1/2</u>	<u>2 1/2</u>	<u>5/16</u>		
Beams, Deck (N ^o . <u>Double Angle Iron</u>)	<u>6 1/2</u>	<u>8/16</u>		<u>6 1/2</u>	<u>6/16</u>			
„ „ <u>double or single</u> Angle Iron, on upper edge.....	<u>2 1/2</u>	<u>2 1/2</u>	<u>5/16</u>	<u>2 1/2</u>	<u>2 1/4</u>	<u>5/16</u>		
„ „ average space between	<u>42 inches</u>	<u>42 inches</u>						
„ Hold, or Lower Deck (N ^o . <u>Double Angle, Tee, Plate, or Bulb Iron</u>)	<u>5</u>	<u>3</u>	<u>6/16</u>		<u>6 1/2</u>	<u>6/16</u>		
„ „ <u>double or single</u> Angle Iron, on upper edge.....	<u>2 1/2</u>	<u>2 1/2</u>	<u>5/16</u>	<u>2 1/2</u>	<u>2 1/4</u>	<u>5/16</u>		
„ „ average space between	<u>42</u>	<u>84</u>						
„ Paddle, sided and moulded, thickness of Plate <u>size of Angle Iron</u>								
„ Engine „ „ „ „								
Keelson, single or double plate, <u>box</u> or intercostal	<u>16 1/2</u>	<u>7/16</u>	<u>16 1/4</u>	<u>7/16</u>				
„ Size of Plates <u>Bulb Iron</u>	<u>8</u>	<u>8/16</u>		<u>8</u>	<u>8/16</u>			
„ Size of Angle Irons <u>Four inch Plate</u>	<u>15</u>	<u>3</u>	<u>7/16</u>	<u>5 x 8</u>	<u>5/16</u>			
„ Side, single or double plate, <u>box</u> or intercostal	<u>3</u>	<u>3</u>	<u>4/16</u>	<u>3 x 3</u>	<u>6/16</u>			
„ Bilge (No. <u>one</u>) at each Bilge, single or double, plate, or <u>box</u>	<u>4 1/2</u>	<u>3</u>	<u>7/16</u>	<u>4 1/2</u>	<u>3</u>	<u>6/16</u>		
Transoms, material <u>Iron</u> or, if none, in what manner compensated for.								
Knight-heads, and Hawse Timbers <u>Iron</u>								
The Frames extend in one length from <u>Keel</u> to <u>Gunwale</u> rivetted through plates with (<u>3/4</u> in.) rivets, about (<u>6 inches</u>) apart.								
The reverse angle irons on the floors extend in one length across the middle line from <u>lower deck beams</u> to <u>Gunwale</u> 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 single rivetted to keel, double or single at upper edge, with rivets (1 3/4 ins.) diameter, averaging (4 x 3 ins.) apart.

„ Edges from Garboards to upper part of bilge, worked clencher, double or single rivetted; with rivets (3/4 in.) diameter, averaging (3 ins.) apart.

„ Butts from Keel to turn of bilge, worked carvel with butt straps (1/16 to 5/16) thick, double or single rivetted; with rivets (3/4 in.) diameter, averaging (3 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 (5/8 in.) diameter, averaging (2 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 Irons Double At lower edge Double

„ Butts from bilge to planksheers, worked carvel with butt straps (7/16 to 5/16) thick, double or single rivetted; with rivets (5/8 x 3/4 in.) diameter, averaging (2 1/2 ins.) apart. Breadth of laps in double rivetting (4 1/4 ins.) Breadth of laps in single rivetting (2 1/2 ins.)

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 lapped down

Hold or Lower Deck ditto Beam ends lapped down

Paddle „ „

No. of breasthooks Four crutches Four

What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.? Colville & Gray: Martin

Manufacturer's name or trade mark Colville & Gray: Martin: and Fox Head & Co.

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

Builder's Signature Sig^d pro. Blackwood & Gordon Surveyor's Signature A. McGeachan
Manager

IRON 47-0127

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 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 pieces

Do the holes for rivetting plate to frames, butt straps, or plate to plate, &c., conform well to each other? Yes and are the rivets 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 only

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.)

Masts are of Pitch Pine
 Fore Mast 84 feet long and 17 ins in diameter
 Main Mast 84 — " — " 16 " — "
 Mizzen Mast 68 — " — " 14 " — "

Chain Cables and Anchors tested at Lloyd's Tallow Raising House, Samuel Tregenna Superintendent									
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 .
		5035 C. 2 1/6 1870	210 stud	1 3/16	25 1/2 tons	1 4/16	22 1/16	12 A. 24 1/6 1870	4561
	Fore Sails,	Chain						Bowers	Stock
	Fore Top Sails,	Nephtune Forge Dudley Emmanuel Binno Superintendent						10 R. 24 1/6 1870	4562
	Fore Topmast Stay Sails	Chain						12 E. 24 1/6 1870	4563
	Main Sails,	Nephtune Stream Cable	90 stud	1 1/6	5.12.2.0	10/16		Nephtune Forge Dudley Emmanuel Binno Superintendent	Stock
	Main Top Sails,	Hawser	90	7		7		Stream	Stock
		Towlines	90	5					Stock
		Warp	90	4 1/4					Stock
		All of <u>Good</u> quality.						Kedges	Stock
	Her Standing and Running Rigging	Hemp						7063	2.2.0
								7064	1.1.0
	She has	One Life							
	The present state of the	Boat and							
		Capstan							
		Rudder							
		Pumps							
		Engines							

Order for Special Survey DATES of
 No. 534 Surveys held
 Date 22nd Jan 4 1870 while building
 Order for Ordinary Survey as per
 No. Section 18.
 Date 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 No. 534. She is rigged as a Three Masted fore and aft Schooner and fitted with Poop and Forecastle and House on Deck for part of

She has been built agreeably with Table G for the B grade, but the Owners are anxious to get the benefit of Circular No. 245 allowing 1/16 off thickness of plating; we therefore recommend her to the favorable consideration of the Committee as being eligible for the A classification.

Approved Midship Section is herewith appended.

In what manner are the surfaces preserved from oxidation? Inside Portland Cement to upper part of bilges above three coats Red Lead
 Ditto ditto Outside Three Coats Red Lead, black paint on topsides

We are

of opinion this Vessel should be Classed A 1. Should the Committee concur in the above recommendation?

The amount of the Fee £ 5 : 0 : 0 is received by me,

Special £ 21 : 14 : 0

+ Certificate (if required) £ :

Committee's Minute 30th September 1870

Character assigned

A

without asterisk

A & C E

M. C.

This Vessel is registered in Lloyd's Register of Shipping