

# IRON SHIPS.

No. 3380 Survey held at Glasgow Date, First Survey 9<sup>th</sup> Dec 1870 Last Survey 19<sup>th</sup> Aug 71 1871

the S. S. "Rydal Hall" Master Collins

under Deck } <u>2074.210</u>	ONE, OR TWO DECKED, SPAR, OR AWNING-DECKED VESSELS.	Half Moulded Breadth... <u>17.0</u>	Built at <u>Glasgow</u>
Third Spar, wing Deck } ✓		Total Depth if three or more Decks ..... } <u>26.5</u>	When built <u>1871</u> Launched <u>4<sup>th</sup> July 71</u>
Pop, or Cr. Dk. } ✓	Half moulded breadth ..... <u>17.0</u>	Total Girth of Half Mid-ship Frame ..... } <u>38.2</u>	By whom built <u>London &amp; Glasgow Engineering and Shipbuilding Co. Limited</u>
Looses } <u>39.61</u>	Depth from upper part of Keel to top of Upper Deck Beams ..... } <u>19.5</u>	Girth of Half Mid-ship Frame (as per Rule)..... } <u>31.2</u>	Owners <u>R. Alexander</u>
Forecastle } ✓	1st Number ..... <u>22,239</u>	Length ..... <u>328.5</u>	Port belonging to <u>Liverpool</u>
Age, Rule or Fee } <u>70.54</u>	2nd Number ..... <u>22,239</u>	4th Number ..... <u>26,838</u>	Destined Voyage <u>Calcutta</u>
Tonnage, Beam... } <u>2074</u>	3rd Number ..... <u>22,239</u>	Length ..... <u>328.5</u>	Surveyed while Building <u>Afloat, or in Dry Dock.</u>
Room } <u>676.42</u>	4th Number ..... <u>26,838</u>	Length ..... <u>328.5</u>	
Tonnage, as a Steamer, cut on Beam } <u>1366.86</u>	Depths to Length. <u>13.4 &amp; 18.7</u>	Breadths to Length ..... <u>9.6</u>	

PLATE 285

Length on deck as per Rule, 328 Feet. 6 Inches. Moulded Breadth, 34 Feet. 0 Inches. Depths from top of Floors to Upper and Main Deck Beams, as per Rule ..... 24 Feet. 6 Inches. Horse. 250 No. of Decks with flat laid Two No. of Tiers of Beams Three

Dimensions of Ship per Register, length, 330.5 breadth, 34.4 depth, 24.35

	Inches in Ship.			Inches required per Rule.			Flat Keel Plates, breadth and thickness	
	Inches.	Inches.	16ths.	Inches.	Inches.	16ths.	Inches.	16ths.
	In Ship.	In Ship.	In Ship.	per Rule.	per Rule.	per Rule.	In Ship.	per Rule.
Keel, if bar iron, depth and thickness	<u>11</u>	<u>2 3/4</u>		<u>11</u>	<u>2 3/4</u>		<u>38</u>	<u>12/16</u>
Do. if centre through plate, depth and thickness	<u>10</u>	<u>2 3/4</u>		<u>10</u>	<u>2 3/4</u>		<u>36</u>	<u>12/16</u>
Stern-post for Rudder do. do.	<u>10</u>	<u>5 1/2</u>		<u>10</u>	<u>5 1/2</u>		<u>36</u>	<u>13/16</u>
Stern-post for Propeller	<u>10</u>	<u>5 1/2</u>		<u>10</u>	<u>5 1/2</u>		<u>36</u>	<u>13/16</u>
Distance of Frames from moulding edge to moulding edge, all fore and aft	<u>24</u>			<u>24</u>			<u>36</u>	<u>13/16</u>
Frames, size of Angle Iron, for 1/2 length amidships	<u>4</u>	<u>3</u>	<u>7/16</u>	<u>4</u>	<u>3</u>	<u>7/16</u>	<u>36</u>	<u>12/16</u>
Do. for 1/4 at each end	<u>4</u>	<u>3</u>	<u>6/16</u>	<u>4</u>	<u>3</u>	<u>6/16</u>	<u>36</u>	<u>12/16</u>
Reversed Frames, size of Angle Iron	<u>3</u>	<u>3</u>	<u>7/16</u>	<u>3</u>	<u>3</u>	<u>7/16</u>	<u>36</u>	<u>12/16</u>
Floors, depth and thickness of Floor Plate at mid line for half the length amidships	<u>2 1/4</u>		<u>10/16</u>	<u>2 1/4</u>		<u>10/16</u>	<u>36</u>	<u>13/16</u>
Do. at the ends	<u>9/16</u>		<u>8/16</u>	<u>9/16</u>		<u>8/16</u>	<u>36</u>	<u>13/16</u>
Do. do. do. at Bilge Keelson	<u>10/16</u>	<u>9/16</u>	<u>8/16</u>	<u>10/16</u>	<u>9/16</u>	<u>8/16</u>	<u>36</u>	<u>13/16</u>
Do. height extended at the Bilges	<u>Twice depth</u>			<u>Twice depth</u>			<u>36</u>	<u>12/16</u>
Beams, Upper, Spar, or Awning Deck (No. of single or double Angle Iron, Plate or Tee Bulb Iron)	<u>6 1/2</u>		<u>6/16</u>	<u>6 1/2</u>		<u>6/16</u>	<u>36</u>	<u>12/16</u>
Single or double Angle Iron on Upper edge	<u>2 1/2</u>		<u>5/16</u>	<u>2 1/2</u>		<u>5/16</u>	<u>36</u>	<u>12/16</u>
Average space	<u>48</u>			<u>48</u>			<u>36</u>	<u>12/16</u>
Beams, Main or Middle Deck (No. of single or double Angle Iron, Plate or Tee Bulb Iron)	<u>8 1/2</u>		<u>8/16</u>	<u>8 1/2</u>		<u>8/16</u>	<u>36</u>	<u>12/16</u>
Single or double Angle Iron on Upper Edge	<u>3</u>		<u>6/16</u>	<u>3</u>		<u>6/16</u>	<u>36</u>	<u>12/16</u>
Average space	<u>48</u>			<u>48</u>			<u>36</u>	<u>12/16</u>
Beams, Lower Deck, Hold or Orlop (No. of single or double Angle Iron, Plate or Tee Bulb Iron)	<u>8 1/2</u>		<u>8/16</u>	<u>8 1/2</u>		<u>8/16</u>	<u>36</u>	<u>12/16</u>
Single or double Angle Iron on Upper Edge	<u>3</u>		<u>6/16</u>	<u>3</u>		<u>6/16</u>	<u>36</u>	<u>12/16</u>
Average space	<u>48</u>			<u>48</u>			<u>36</u>	<u>12/16</u>
Keelson Centre line, single or double plate, box, or intercostal, size of Plates	<u>18 1/4</u>		<u>14/16</u>	<u>18</u>		<u>14/16</u>	<u>36</u>	<u>12/16</u>
Do. Bulb Plate to Intercostal Keelson	<u>6 1/2</u>		<u>9/16</u>	<u>6 1/2</u>		<u>9/16</u>	<u>36</u>	<u>12/16</u>
Do. Size of Angle Irons	<u>6 1/2</u>		<u>9/16</u>	<u>6 1/2</u>		<u>9/16</u>	<u>36</u>	<u>12/16</u>
Do. Side Intercostal Keelson, size of Plates	<u>10</u>		<u>10/16</u>	<u>10</u>		<u>10/16</u>	<u>36</u>	<u>12/16</u>
Do. Angle Irons on tops of Floors	<u>6 1/4</u>		<u>9/16</u>	<u>6</u>		<u>9/16</u>	<u>36</u>	<u>12/16</u>
Do. Bilge Keelson, Bulb Iron	<u>8 1/2</u>		<u>8/16</u>	<u>8 1/2</u>		<u>8/16</u>	<u>36</u>	<u>12/16</u>
Do. do. Intercostal plates riveted to plating for length	<u>6</u>		<u>9/16</u>	<u>6</u>		<u>9/16</u>	<u>36</u>	<u>12/16</u>
Do. do. Angle Irons	<u>6</u>		<u>9/16</u>	<u>6</u>		<u>9/16</u>	<u>36</u>	<u>12/16</u>
Side Stringers (No. of size of Angle Irons)	<u>6</u>		<u>9/16</u>	<u>6</u>		<u>9/16</u>	<u>36</u>	<u>12/16</u>
Do. Intercostal plates riveted to plating for 1/2 length.	<u>10</u>		<u>9/16</u>	<u>10</u>		<u>9/16</u>	<u>36</u>	<u>12/16</u>
Transoms, material <u>Iron</u> or, if none, in what manner compensated for.							<u>36</u>	<u>12/16</u>
Knight-heads <u>Iron</u> Hawse Timbers <u>Iron</u>							<u>36</u>	<u>12/16</u>
Windlass <u>Patent</u> Pall Bitt <u>Iron</u>							<u>36</u>	<u>12/16</u>
Frames extend in one length from <u>Middle line</u> to <u>Upper Deck</u>							<u>36</u>	<u>12/16</u>
Reverse Angle Irons on the floors and frames extend from the middle line to <u>Main</u> and to <u>Upper Deck</u> alternately							<u>36</u>	<u>12/16</u>
Are the various lengths of Plates and Angle Irons properly connected? <u>Yes</u> And are their butts properly shifted? <u>Yes</u>							<u>36</u>	<u>12/16</u>
Edges from Garboards, double or Riveted to Keel, double or at upper edge, with Rivets ( <u>7/8</u> in.) diameter, averaging ( <u>3 1/2</u> ins.) from centre to centre.							<u>36</u>	<u>12/16</u>
Edges from Garboards to upper part of Bilge, worked Clencher, double or single Riveted; with Rivets ( <u>7/8</u> in.) diameter, averaging ( <u>3 5/8</u> ins.) from centre to centre.							<u>36</u>	<u>12/16</u>
Butts from Keel to turn of Bilge, worked carvel with butt straps to strakes ( <u>3/8</u> thick, double or single Riveted; with Rivets ( <u>7/8</u> in.) diameter averaging ( <u>3 5/8</u> ins.) from centre to centre. Do the Butt Straps lay over and Rivet through the lands of the strakes above or below? <u>No</u>							<u>36</u>	<u>12/16</u>
Do. of <u>3</u> Strakes at Bilge for <u>1/2</u> length, treble riveted with Butt Straps <u>1/16</u> thicker than their plates.							<u>36</u>	<u>12/16</u>
Do. Edges from bilge to Main Sheerstrake, worked carvel with a lining piece ( ) thick, or clencher, double or single riveted; with rivets ( <u>7/8</u> in.) diameter, averaging ( <u>3 5/8</u> ins.) from centre to centre.							<u>36</u>	<u>12/16</u>
Do. Edges of Sheerstrake, Main, double or single Riveted. Upper, double or single Riveted. At upper edge <u>Single</u> At lower edge <u>Double</u>							<u>36</u>	<u>12/16</u>
Do. Butts from Bilge to Main Sheerstrake, worked Carvel with Butt Straps ( <u>1/16</u> ) thick, double or single Riveted; with Rivets ( <u>7/8</u> in) diameter, averaging ( <u>3 5/8</u> ins) from centre to centre.							<u>36</u>	<u>12/16</u>
Do. Butts of Main Sheerstrake, double or treble Riveted. Butts of Upper or Spar Sheerstrake, and Upper Deck Stringer Plate, double or treble Riveted for <u>1/2</u> length amidships. Breadth of laps of plating in double Riveting ( <u>6 times</u> ) Breadth of laps of plating in single Riveting ( <u>3 1/2 times</u> )							<u>36</u>	<u>12/16</u>
Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? <u>Treble and Double</u>							<u>36</u>	<u>12/16</u>
Planksheer, how secured to the plating of the sides. Waterway, how secured to the planksheer and to the Beams. (Explain by Sketch, if necessary.)							<u>36</u>	<u>12/16</u>
Beams of the various Decks, how secured to the sides? <u>Riveted to Frame</u> No. of Breasthooks, <u>5</u> Crutches, <u>5</u>							<u>36</u>	<u>12/16</u>
What description of Iron is used for the Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? <u>B. Boiler</u>							<u>36</u>	<u>12/16</u>
Manufacturer's name or trade mark, <u>Consett</u>							<u>36</u>	<u>12/16</u>

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

Surveyor's Signature, J. W. Kelly Surveyor's Signature, W. M. Overby

London & Glasgow Engineering and Shipbuilding Co. Limited

IRON 449-0251

