

Recy 7/9/91

187

Master Collins

Built at Glasgow

When built 1871 Launched 4th July/71

By whom built London & Glasgow Engineering
and Shipbuilding Co. Limited
Owners R. Alexander

Port belonging to Liverpool

Destined Voyage Calcutta

If Surveyed while Building ^{and} Afloat, or in Dry Dock.

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

Transoms, material Iron or, if none, in what manner compensated for.
Knight-heads Iron Hawse Timbers Iron
Windlass Patent Pall Bitt Iron

Reverse Angle Irons on the floors and frames extend from the middle line to Main and to Upper Deck alternately
 elsons. Are the various lengths of Plates and Angle Irons properly connected? Yes And are their butts properly shifted? Yes

Edges from Garboards to upper part of Bilge, worked Clencher, double or single Riveted; with Rivets ($\frac{3}{8}$ in.) diameter, averaging ($3\frac{1}{2}$ ins.) from centre to centre.

Do. of 3 Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 1/16 thicker than their plates.

Do. Edges from bilge to Main Sheerstrake, worked ~~carvel with a lining piece~~ (~~1/2~~) ~~thick, or clencher, double or single riveted~~; with rivets (7/8 in.)

Do. Butts from Bilge to Main Sheerstrake, worked Carvel with Butt Straps ($\frac{11}{16}$) thick, double ~~or single~~ Riveted; with Rivets ($\frac{7}{8}$ in) diameter, averaging ($3\frac{7}{8}$ ins) from centre to centre.

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Treble and Double
Planksheer, how secured to the plating of the sides. Waterway, how secured to the planksheer and to the Beams. (Explain by Sketch, if necessary.)

What description of Iron is used for the Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? B. Miller
 Manufacturer's name or trade mark, Conssett

ler's Signature, The London & Western Engineering & Shipbuilding Co. Ltd. Surveyor's Signature, Sam. Laphore

1251-0251

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

Planed

93 1/2 Iron

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? Single piece

Do the holes for riveting 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 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 Masts of Iron 3 masted Schooner

Fore Mast 82 ft long x 26" Diam. Main 66 1/2 ft x 22" Diam.

Tested at Newcastle 4th May/71 by Robert Burrell. Tested at Newcastle 1st June 1871 by Rob^t Burrell

N ^o .	SAILS.	CABLES, &c.	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.	Wt. req'd per Rule.	Test req'd per Rule.
			150	1 3/4	55.2.2	1 3/4	55 1/10	Bowers	1	31.0.25	29.11.10	30	28 1/2
			150	1 3/4	55.2.2	1 3/4		(State Machine where Tested, and name of Superintendent).	1	30.1.3	28.17.0.24	30	25 1/2
			90	1 1/8	22.15.0	1 1/8	✓	Stream	1	25.1.24	25.3.3.0	25.2.0	✓
			180	11	✓	11	✓		1	11.3.20	11.13.1.21	12	✓
			90	7	✓	7	✓		1	5.3.24	7.2.2.0	6	✓
								Kedges	1	2.3.27	5.0.0.0	3	✓

Her Standing and Running Rigging Wire & Hemp sufficient in size and Good in quality. She has two Long Boat and 3 others

The present state of the Windlass is Good Capstan Good and Rudder Good Pumps Good & Efficient

Engine Room Skylights.—How constructed? Plate & Angle iron Leak How secured in ordinary weather? By Man

What arrangements are there for deadlights in such for bad weather? Thick Glass with Gratings

Coal Bunker Openings.—How constructed? Iron Castings How are lids secured? By Slot How high above deck? Flush

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? Flush Deck

Cargo Hatchways.—How formed? Plate & Angle iron State size 16.0 x 10.0

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

What arrangement for shifting beams? 2 Shifting Beams

Hatches, themselves, whether strong and efficient? Yes Main Hatchways.—State size 24.0 x 10.0

Order for Special Survey No. 4794 DATES of 1st. On the several parts of the frame, when in place, and before the plating was wrought Under Special
Date Dec^r 30th 1870 Surveys held 2nd. On the plating during the progress of riveting Survey from
Order for Ordinary Survey No. ✓ while building 3rd. When the beams were in and fastened, and before the decks were laid 9th Dec^r 1870
Date ✓ as per 4th. When the ship was complete, and before the plating was finally coated or cemented to
No. 153 in builder's yard. Section 18. 5th. After the ship was launched and equipped 19th Aug^r 1871

General Remarks,

This vessel has been built in conformity with the appended approved Midship Section, and otherwise agreeably to the Rules for 100 A Class.

State if one, two or three decked vessel, or if spar or awning decked, and lengths of poop, fore-castle or raised quarter deck, or of double or part double bottom.

In what manner are the surfaces preserved from oxidation? Inside Cement & Paint Outside Red Lead & Paint

I am of opinion this Vessel should be Classed *100 A.1

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

Special£ 4/6 1/4 :
Certificate Exempt

(Travelling Expenses)
(if any) £ ✓

Committee's Minute 8th September 1871

Character assigned 100 A.1

M. B. 3 dated 10th 1871
JBW

A. Moverly
Sam^l Lapthorn
I concur in the above
and this vessel shall
be classed 100 A.1
and dated 10th 1871