

## IRON SHIPS.

No. 3394 Survey held at Glasgow Date, First Survey 25 April Last Survey 20 Oct 1871On the "Strathearn" (Ship)Master Jaman

Tonnage under

Tonnage Deck

Ditto of Third Spar

Ditto of Poop, or

Ditto of Houses

Ditto of Forecastle

Gross Tonnage

Crew Space

Register Tonnage

Engine Room

Register Tonnage, as a

Steamer, out on Beam

ONE, OR TWO DECKED,  
SPAR, OR AWNING-  
DECKED VESSELS.

Half moulded breadth

Depth from upper part of

Keel to top of Upper

Deck Beams

Girth of Half Midship

Frame (as per Rule)

1st Number

Length

2nd Number

Depths to Length

THREE DECKED VESSELS.

Half Moulded Breadth

Total Depth if three or

more Decks

Total Girth of Half Mid-

ship Frame

3rd Number

Length

4th Number

Breadths to Length

Built at GlasgowWhen built 1871 Launched 14/9 1871By whom built B Barclay, Currie & CoOwners J and A. AllanPort belonging to GlasgowDestined Voyage Glasgow to New York

Surveyed while Building, Afloat, or in Dry Dock.

Length on deck as per Rule, 243 Feet. 3 Inches. Moulded Breadth, 39 Feet. 11 Inches. Depths from top of Floors to Upper and Main Deck Beams, as per Rule, 24 Feet. 2 1/2 Inches. Horse. 2 N° of Decks with flat laid 2 N° of Tiers of Beams 2Dimensions of Ship per Register, length, 255.3 breadth, 40.4 depth, 24

Keel, if bar iron, depth and thickness 10 x 2 1/2  
 Do. if centre through plate, depth and thickness 10 x 2 1/2  
 Do. if bar iron, moulding and thickness 9 x 2 1/2  
 Do. for Rudder do. 9 x 2 1/2  
 Do. for Propeller 24 inches  
 Distance of Frames from moulding edge to moulding edge, all fore and aft 24 inches (Class 100.A.)

Frames, size of Angle Iron, for  $\frac{1}{2}$  length amidshipsDo. for  $\frac{1}{4}$  at each end

Reversed Frames, size of Angle Iron

Floors, depth and thickness of Floor Plate at mid line for half the length amidships

Do. at the ends

Do. do. do. at Bilge Keelson

Do. height extended at the Bilges

Beams, Upper, Spar, or Awning Deck (No. 1)

Single or double Angle Iron, Plate or Tee

Bulb Iron

Single or double Angle Iron on Upper edge

Average space

Beams, Main or Middle Deck (No. 2) single,

or double Angle Iron, Plate or Tee Bulb Iron

Single or double Angle Iron on Upper Edge

Average space

Beams, Lower Deck, Hold or Orlop (No. 3)

Single or double Angle Iron, Plate or Tee Bulb Iron

Single or double Angle Iron on Upper Edge

Average space

Keelson Centre line, single or double plate,

Box, or Intercoastal, size of Plates

Do. Bulb Plate to Intercoastal Keelson

Do. Size of Angle Irons

Do. Side Intercoastal Keelson, size of Plates

Do. Angle Irons on tops of Floors

Do. Bilge Keelson, Bulb Iron

Do. do. Side Intercoastal plates riveted to plating for  $\frac{1}{2}$  length

Do. do. Angle Irons

Side Stringers (No. 2) size of Angle IronsDo. Intercoastal plates riveted to plating for  $\frac{1}{2}$  lengthTransoms, material Iron or, if none, in what manner compensated for.Knight-heads Iron Hawse Timbers IronWindlass Patent win Pall Bitt noneThe Frames extend in one length from Keel to gunwaleThe Reverse Angle Irons on the floors and frames extend from the middle line in each frame to above lower and to upper deck alternatelyAre the various lengths of Plates and Angle Irons properly connected? yes And are their butts properly shifted? yesSides, Garboard, double no Riveted to Keel, double no at upper edge, with Rivets ( $\frac{1}{4}$  in.) diameter, averaging ( $\frac{1}{2}$  in.) from centre to centre.Edges from Garboards to upper part of Bilge, worked Clencher, double or single Riveted; with Rivets ( $\frac{1}{8}$  in.) diameter, averaging ( $\frac{1}{2}$  in.) from centre to centre.Butts from Keel to turn of Bilge, worked carvel with butt straps to strakes ( $\frac{1}{16}$  in.) thick, double or single Riveted; with Rivets ( $\frac{1}{8}$  in.) diameter averaging ( $\frac{1}{2}$  in.) from centre to centre. Do the Butt Straps lay over and Rivet through the lands of the strakes above or below? noDo. of 3 Strakes at Bilge for  $\frac{1}{2}$  length, treble riveted with Butt Straps 1/16 thicker than their plates.Edges from bilge to Main Sheerstrake, worked carvel with a lining piece (1/16 in.) thick, or clencher, double or single riveted; with rivets ( $\frac{1}{8}$  in.) diameter, averaging ( $\frac{1}{2}$  in.) from centre to centre.Do. Edges of Sheerstrake, Main, double or single Riveted. Upper, double or single Riveted. At upper edge single At lower edge doubleDo. Butts from Bilge to Main Sheerstrake, worked Carvel with Butt Straps ( $\frac{1}{16}$  in.) thick, double or single Riveted; with Rivets ( $\frac{1}{8}$  in.) diameter, averaging ( $\frac{1}{2}$  in.) from centre to centre.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  $\frac{1}{2}$  length amidships. Breadth of laps of plating in double Riveting (1/16 in.) Breadth of laps of plating in single Riveting (3/16 in.)

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

Planksheer, how secured to the plating of the sides. Waterway, how secured to the planksheer and to the Beams. (Explain by Sketch, if necessary.)

Beams of the various Decks, how secured to the sides? Plates riveted to frame No. of Breasthooks, four Crutches, threeWhat description of Iron is used for the Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Best BritishManufacturer's name or trade mark, Messrs. and Partners

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

Builder's Signature, Barclay, Currie & Co Surveyor's Signature, James Jaman

Flat Keel Plates, breadth and thickness 44 12/16 36 12/16  
 Plates in Garboard Strakes, breadth and thickness 44 12/16 36 12/16  
 Do. from Garboard to upper part of Bilges 44 12/16 36 12/16  
 Do. of doubling at Bilge, or increased thickness, and length applied 44 12/16 36 12/16  
 Do. from up. part of Bilge to l. edge of Sh'rstrake 39 10/16 36 10/16  
 Do. Main Sheerstrake, breadth and thickness 39 10/16 36 10/16  
 Do. of doubling at Sh'rstrake, & length applied 39 10/16 36 10/16  
 Do. from Main to Upper or Spar Deck Sh'rstrake 39 10/16 36 10/16  
 Do. Upper or Spar Deck Sh'rstrake, breadth & thickness 39 10/16 36 10/16  
 Butt Straps to outside plating, breadth & thickness 16 1/4 10/16 15 10/16  
 Lengths of Plating 10 feet 10 feet  
 Shifts of Plating, and Stringers 5 feet 8 feet  
 Gunwale Plate on ends of Awning, Spar, or  
 Upper Deck Beams, breadth and thickness 35 10/16 35 10/16  
 Angle Iron on ditto 5 1/2 4 9/16 5 1/2 4 9/16  
 Tie Plates (fore and aft), outside Hatchways 12 10/16 12 10/16  
 Diagonal Tie Plates on Beams (No. of Pairs, 5) 12 10/16 12 10/16  
 Planksheer material and scantling 4 1/2 10/16 4 1/2 10/16  
 Waterways do. do. 4 1/2 10/16 4 1/2 10/16  
 Flat of Upper Deck do. do. 4 1/2 10/16 4 1/2 10/16  
 How fastened to Beams 4 1/2 10/16 4 1/2 10/16  
 Stringer Plate on ends of Main or Middle Deck 4 1/2 10/16 4 1/2 10/16  
 Beams, breadth and thickness 4 1/2 10/16 4 1/2 10/16  
 (Is the Stringer Plate attached to the outside plating?) yes  
 Angle Irons on ditto (No. 2) 4 1/2 10/16 4 1/2 10/16  
 Tie Plates, outside Hatchways 4 1/2 10/16 4 1/2 10/16  
 Diagonal Tie Plates on Beams (No. of pairs, 5) 4 1/2 10/16 4 1/2 10/16  
 Waterways materials and scantlings 4 1/2 10/16 4 1/2 10/16  
 Flat of Middle Deck do. do. 4 1/2 10/16 4 1/2 10/16  
 How fastened to Beams 4 1/2 10/16 4 1/2 10/16  
 Stringer Plates on ends of Lower Deck, Hold or Orlop Beams 4 1/2 10/16 4 1/2 10/16  
 (Is the Stringer Plate attached to the outside plating?) yes  
 Angle Irons on ditto (No. 2) 4 1/2 10/16 4 1/2 10/16  
 Stringer or Tie Plates, outside Hatchways 4 1/2 10/16 4 1/2 10/16  
 Flat of Lower Deck 4 1/2 10/16 4 1/2 10/16  
 Ceiling betwixt Decks, thickness and material 3 10/16 3 10/16  
 Do. in hold do. do. 2 1/2 10/16 2 1/2 10/16  
 Main piece of Rudder, diameter at head 14 3 1/4 14 3 1/4  
 Do. do. at heel 14 3 1/4 14 3 1/4  
 (Can the Rudder be unshipped afloat?) yes  
 Bulkheads No. 1 Thickness of 1 1/16  
 Do. Height up to deck  
 Do. How secured to the sides of the ship between deck frames  
 Do. Size of Vertical Angle Irons, 3 1/2 3 1/2 and their distance apart, 30 in  
 Do. Are the outside Plates doubled two spaces of Frames in length? yes



**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? yes

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? no

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 See Masts and Lower Yards

*Tested at Newcastle by Mr. H. Rende Aug. 29. 71*

N <sup>o</sup> .	Number for equipment	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	N <sup>o</sup> .	Weight. Ex. Stock.	Test as per Certificate.	Wt. req'd per Rule.	Test req'd per Rule.
	23265			300	1 1/16	77.13.30	2	72 tons						
		Fore Sails,	Chain .....	13	1 1/2	12 tons and			Bowers ....	3	38.3.0	40.4.2.0	38.0.0	34 5/10
		Fore Top Sails,	(State Machine where Tested, and name of Superintendent).	not broken	12	12 tons			(State Machine where Tested, and name of Superintendent).		38.0.2	39.13.3.0		
		Fore Topmast Stay Sails	Hempen Stream	90	1 1/4	21.11.1.0	1 1/16	"	Stream ....	1	33.0.10	35.12.2.0	32.1.6	30 7/20
		Main Sails,	Hawser .....	90	12		11	"						
		Main Top Sails,	Towlines ....	90	10									
			Warp .....	90	8		7		Kedges ....	2	7.0.2	9.1.0.14	7 1/4	" "
			All of good quality.	90							3.2.7	5.19.1.14	3 1/2	" "

Her Standing and Running Rigging Wire and Hemp sufficient in size and good in quality. She has 2 Life Long Boat and 3 Others.

The present state of the Windlass is good Capstan good and Rudder good Pumps See good and efficient

~~Engine Room Skylights.~~ How constructed? How secured in ordinary weather?

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

~~Cool Tank Openings.~~ How constructed? How are lids secured?

~~How high above deck?~~

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? Ports and Muzzing pipes

Cargo Hatchways.—How formed? Plate and angle iron State size 6.10 x 6 ft. and 7 x 7.6

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams? One shifting beam main hatchway

Hatches, themselves, whether strong and efficient? yes Main Hatchways.—State size 18 ft x 12 ft.

Order for Special Survey No. <u>239</u>	DATES of	1st.	On the several parts of the frame, when in place, and before the plating was wrought	<u>built under</u>
Date <u>July 4/71</u>	Surveys held	2nd.	On the plating during the progress of riveting	<u>Painted during from 25 April to</u>
Order for Ordinary Survey No. <u>239</u>	while building	3rd.	When the beams were in and fastened, and before the decks were laid	<u>20 October 71</u>
Date <u>✓</u>	as per	4th.	When the ship was complete, and before the plating was finally coated or cemented	
No. <u>219</u> in builder's yard.	Section 18.	5th.	After the ship was launched and equipped	

**General Remarks,**

*This Vessel is built in accordance with the approved Midships section attached and in general conformity with the Rules. with a View to Class 100 A.1*

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

In what manner are the surfaces preserved from oxidation? Inside Cement and paint Outside Red lead & paint

I am of opinion this Vessel should be Classed \*100 A.1 2 decked ship and forecabin

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

Special .....£ 67: 12: 6

Certificate .... Painting

(Travelling Expenses) (if any) £ 3: 3: 2

Committee's Minute 31<sup>st</sup> Oct 1871

Character assigned 100 A.1

I concur in the opinion that this vessel is entitled to be classed \*100 A.1 Rules 1870