

IRON SHIPS.

Rec 2/8/72

345 Survey held at Dunbarton Date, First Survey 19th June 1871 Last Survey 19th March 1872

Ship S.S. Adelaide (as now lengthened) Master D Campbell

Tonn under Deck 176.52
 Ditto of Deep, or Raised Cr. Dk. 21.18
 Ditto of Houses on Deck 7.05
 Ditto of Forecastle
 Gross Tonnage 204.75
 Crew Space, as per Rule 14.49
 Register Tonnage, as per Rule 189.20
 Engine Room 82.65
 Register Tonnage, as a Steamer, cut on Beam 107.61

ONE, OR TWO DECKED, SPAR, OR AWNING-DECKED VESSELS.
 Half moulded breadth 9.25
 Depth from upper part of Keel to top of Upper Deck Beams 10.75
 Girth of Half Midship Frame (as per Rule) 17.20
 1st Number 3720 Length 120.66
 2nd Number 47927
 Depths to Length 11.96

THREE DECKED VESSELS.
 Half Moulded Breadth...
 Total Depth of three or more Decks...
 Total Girth of Half Midship Frame...
 3rd Number... Length...
 4th Number...
 Breadths to Length 6.95

Built at Port Glasgow
 When built 1866 Launched 2nd Oct 1866
 By whom built H Murray & Co
 Now lengthened by J & R Brown Dunbarton
 Owners J & J Hay
 Port belonging to Glasgow
 Destined Voyage Glas Coast
 Surveyed while Building, Afloat, or in Dry Dock. Claped A

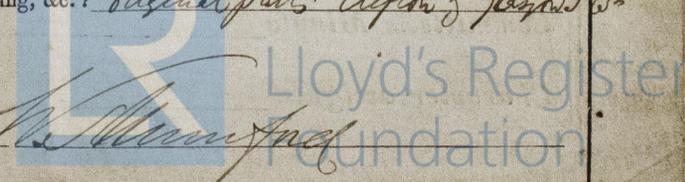
Length on deck as per Rule 120.66 Moulded Breadth 10.5 Depths from top of Floors to Upper and Main Deck Beams, as per Rule 9.78 Power of Engines 21 N^o. of Decks with flat laid no N^o. of Tiers of Beams no

Dimensions of Ship per Register, length, 130.5 breadth, 10.5 depth, 9.6

	Inches in Ship.			Inches required per Rule.			Flat Keel Plates, breadth and thickness					
	Inches in Ship.	Inches in Ship.	16ths in Ship.	Inches required per Rule.	Inches required per Rule.	Inches required per Rule.	Inches in Ship.	16ths in Ship.	Inches required per Rule.	16ths required per Rule.		
Keel, if bar iron, depth and thickness	6	1 1/2		6 3/4	1 1/4		31	6	30	6	Plates in Garboard Strakes, breadth and thickness	
Do. if centre through plate, depth and thickness	6	1 1/2		6	1 1/4			5		5	Do. from Garboard to upper part of Bilges	
Stem, if bar iron, moulding and thickness	1 1/2	2 1/8		6	2 1/2						Do. of doubling at Bilge, or increased thickness, and length applied	6
Stern-post for Rudder do. do.	6	2 1/8		6	2 1/2						Do. from up. part of Bilge to l. edge of Sh'rstrake	5.4
Stern-post for Propeller	6	2 1/8		6	2 1/2						Do. Main Sheerstrake, breadth and thickness	37
Distance of Frames from moulding edge to moulding edge, all fore and aft	21	21		21	21						Do. of doubling at Sh'rstrake, & length applied	30
Frames, size of Angle Iron, for 3/4 length amidships	2 1/2	2 1/2	6	3	2 1/2	5					Do. from Mn. to Up. or Spar Dk. Sh'rstrake	30
Do. for 1/2 at each end	2 1/2	2 1/2	6	3	2 1/2	4					Do. Up. or Spar Dk. Sh'rstrake, breadth & thickness	9 1/2
Reversed Frames, size of Angle Iron	2 1/2	2 1/2	5	2 1/2	2 1/2	4					Butt Straps to outside plating, breadth & thickness	9 1/2
Floors, depth and thickness of Floor Plate at mid line for half the length amidships	1 1/2		5	11		5					Lengths of Plating	9.4
Do. at the ends	24		5			4					Shifts of Plating, and Stringers	2
Do. do. do. at Bilge Keelson	4		5			5					Gunwale Plate on ends of Awaiting Spar, or Upper Deck Beams, breadth and thickness	25 1/2
Do. height extended at the Bilges	24			22							Angle Iron on ditto	5
Beams, Upper, Spar, or Awaiting Deck (No. single or double Angle Iron, Plate or Tee Bulb Iron)	4	3	6	4 1/2		4					Tie Plates (fore and aft), outside Hatchways	3
Single or double Angle Iron on Upper edge				2	2	4					Diagonal Tie Plates on Beams (No. of Pairs)	3
Average space	42			42							Waterways material and scantling	
Beams, Main or Middle Deck (No. single or double Angle Iron, Plate or Tee Bulb Iron)											Waterways do. do.	
Single, or double Angle Iron, on Upper Edge											Flat of Upper Deck do. do.	3
Average space											How fastened to Beams	
Beams, Lower Deck, Hold or Orlop (No. single or double Angle Iron, Plate or Tee Bulb Iron)											Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness	
Single or double Angle Iron on Upper Edge											(Is the Stringer Plate attached to the outside plating?)	
Average space											Angle Irons on ditto (No.)	
Keelson Centre line, single or double plate, box, or Intercoastal, size of Plates	15		5	14		5.4					Tie Plates, outside Hatchways	
Do. Bulb Plate to Intercoastal Keelson	6		6	4 1/2		5					Diagonal Tie Plates on Beams (No. of pairs)	
Do. Size of Angle Irons	3	3	6	3	3	6					Waterways materials and scantlings	
Do. Side Intercoastal Keelson, size of Plates											Flat of Middle Deck do. do.	
Do. Angle Irons on top of Floors											How fastened to Beams	
Do. Bilge Keelson, Plate or Tee Bulb Iron	5		6	4 1/2		4					Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	
Do. do. Intercoastal plates riveted to plating for length											(Is the Stringer Plate attached to the outside plating?)	
Do. do. Angle Irons	3	3	6	3	3	6					Angle Irons on ditto (No.)	
Side Stringers (No. upper) size of Angle Irons	3	3	6	3	3	6					Stringer or Tie Plates, outside Hatchways	
Do. Intercoastal plates riveted to plating for length											Flat of Lower Deck	
Transoms, material <u>Iron</u> or, if none, in what manner compensated for.											Ceiling between Decks, thickness and material	
Knight-heads <u>None</u> Hawse Timbers <u>Iron</u>											Do. in hold do. do.	
Windlass <u>British</u> or <u>Scottish</u> Pall Bitt <u>British Oak</u>											Main piece of Rudder, diameter at head	3 1/2
The Frames extend in one length from <u>Keel</u> to <u>Deck Stringer</u>											Do. do. at heel	2
The Reverse Angle Irons on the floors and frames extend from the middle line on each frame to upper transom, bilge, and to deck beams alternately											(Can the Rudder be unshipped afloat?)	2
Keelsons. Are the various lengths of Plates and Angle Irons properly connected? <u>Yes</u> And are their butts properly shifted? <u>Yes</u>											Bulkheads No. <u>3</u> Thickness of <u>4/16</u>	
Plates, Garboard, double or Riveted to Keel, double or at upper edge, with Rivets (3/8 in.) diameter, averaging (2 1/2 ins.) from centre to centre.											Do. Height up <u>Upper Deck, raised 9' deck and aft and fore</u>	
Do. Edges from Garboards to upper part of Bilge, worked Clencher, double or single Riveted; with Rivets (1/2 in.) diameter, averaging (2 1/2 ins.) from centre to centre.											Do. How secured to the sides of the ship <u>By angle iron and L-shaped Brackets</u>	
Do. Butts from Keel to turn of Bilge, worked carvel with butt straps to strakes (6 1/2) thick, double or single Riveted; with Rivets (3/8 in.) diameter averaging (2 1/2 ins.) from centre to centre. Do the Butt Straps lay over and Rivet through the lands of the strakes above or below? <u>Yes</u>											Do. Size of Vertical Angle Irons, <u>2 1/2</u> and their distance apart, <u>30</u>	
Do. of <u>no</u> Strakes at Bilge for <u>half</u> length, <u>triple</u> riveted with Butt Straps <u>1/6</u> thicker than their plates.											Do. Are the outside Plates doubled two spaces of Frames in length? <u>Yes</u>	
Do. Edges from bilge to Main Sheerstrake, worked <u>carvel with a lining piece</u> thick, or clencher, double or single riveted; with rivets (3/8 in.) diameter, averaging (2 1/2 ins.) from centre to centre.											The Frames extend in one length from <u>Keel</u> to <u>Deck Stringer</u> Riveted through plates with (3/8 in.) Rivets, about 5' apart.	
Do. Edges of Sheerstrake, Main, double or single Riveted. <u>Upper, double or single Riveted</u> . At upper edge <u>single to gunwale</u> At lower edge <u>double</u>											The Reverse Angle Irons on the floors and frames extend from the middle line on each frame to upper transom, bilge, and to deck beams alternately	
Do. Butts from Bilge to Main Sheerstrake, worked Carvel with Butt Straps (9 1/2) thick, double or single Riveted; with Rivets (3/8 in.) diameter, averaging (2 1/2 ins.) from centre to centre.											Keelsons. Are the various lengths of Plates and Angle Irons properly connected? <u>Yes</u> And are their butts properly shifted? <u>Yes</u>	
Do. Butts of Main Sheerstrake, double or triple Riveted. Butts of Upper or Spar Sheerstrake, and Upper Deck Stringer Plate, double or triple Riveted for <u>whole</u> length amidships. Breadth of laps of plating in double Riveting (<u>4 3/4</u>) Breadth of laps of plating in single Riveting (<u>2 1/2</u>)											Plates, Garboard, double or Riveted to Keel, double or at upper edge, with Rivets (3/8 in.) diameter, averaging (2 1/2 ins.) from centre to centre.	
Butt Straps of Keelsons, Stringer and Tie Plates, <u>triple</u> , double or single Riveted <u>2</u>											Do. Edges from Garboards to upper part of Bilge, worked Clencher, double or single Riveted; with Rivets (1/2 in.) diameter, averaging (2 1/2 ins.) from centre to centre.	
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>See section</u>											Do. Butts from Keel to turn of Bilge, worked carvel with butt straps to strakes (6 1/2) thick, double or single Riveted; with Rivets (3/8 in.) diameter averaging (2 1/2 ins.) from centre to centre. Do the Butt Straps lay over and Rivet through the lands of the strakes above or below? <u>Yes</u>	
Beams of the various Decks, how secured to the sides? <u>Plate knees</u> No. of Breasthooks, <u>None</u> Crutches, <u>None</u>											Do. of <u>no</u> Strakes at Bilge for <u>half</u> length, <u>triple</u> riveted with Butt Straps <u>1/6</u> thicker than their plates.	
What description of Iron is used for the Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? <u>Original parts of Iron & Steel</u>											Do. Edges from bilge to Main Sheerstrake, worked <u>carvel with a lining piece</u> thick, or clencher, double or single riveted; with rivets (3/8 in.) diameter, averaging (2 1/2 ins.) from centre to centre.	
Manufacturer's name or trade mark, <u>Blochain in Newport</u>											Do. Edges of Sheerstrake, Main, double or single Riveted. <u>Upper, double or single Riveted</u> . At upper edge <u>single to gunwale</u> At lower edge <u>double</u>	

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

Builder's Singer Surveyor's Signature, W. Murray



Workmanship. Are the butts of plating planed or otherwise fitted? part planed and fitted 9945 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? solid lengths
 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? None

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
Mast of Pitch Pine

No.	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	No.	Weight. Ex. Stock.	Test as per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
		Chain	45	1 3/4	11. 17. 8	150 13/16	11 17/20	SPT Co. N - 5801	3	1. 21	7. 15. 2	5	7 20
	Fore Sails,	(State Machine where Tested, and name of Superintendent.)	75	1 3/4	11. 17. 8	150 13/16	11 17/20	Bowers	5802	3-0 10	7. 10. 2	5	7 20
	Fore Top Sails,							(State Machine where Tested, and name of Superintendent.)	SPT Co. N				
	Fore Topmast Stay Sails	Hempen Stream Cable	90	4/6		90 9/16		Stream	1	2 1/2 (about)		1 3/4	
	Main Sails,	Hawser	90	4		or 6		Kedges	1	1 1/2 (")		1	
	Main Top Sails,	Towlines	90	3 1/2		4							
	and	Warp	90	3 1/2									
		All of <u>good</u> quality.											

Her Standing and Running Rigging is Wool Shemps sufficient in size and Good in quality. She has 2 Long Boats and
 The present state of the Windlass is Good Capstan and Rudder Good Pumps Good
 Engine Room Skylights.—How constructed? In iron coverings How secured in ordinary weather? Screwed down
 What arrangements are there for deadlights in such for bad weather? Bullseyes in tops
 Coal Bunker Openings.—How constructed? Raised off deck How are lids secured? by studs How high above deck? Slabs
 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?
Three ports and two mudding pipes on each side, besides gangways
 Cargo Hatchways.—How formed? With iron coverings State size 27. 5. x 9. 2 and less
 If of extraordinary size, state how framed and secured? Coverings well stiffened, also pillared to the floors
 What arrangement for shifting beams? With three iron shifting beams, and a wood one after
 Hatches, themselves, whether strong and efficient? Yes Main Hatchways.—State size 27. 5. x 9. 2

Order for Special Survey No. _____ DATES of _____
 Date _____ Surveys held _____
 Order for Ordinary Survey No. _____ while building _____
 Date _____ as per _____
 No. _____ in builder's yard. Section 18. _____
 1st. On the several parts of the frame, when in place, and before the plating was wrought Surveyed
 2nd. On the plating during the progress of riveting during progress
 3rd. When the beams were in and fastened, and before the decks were laid of coppering
 4th. When the ship was complete, and before the plating was finally coated or cemented _____
 5th. After the ship was launched and equipped 19th June 1871 to 19th March 1872
(42 visits)

General Remarks,
 When this vessel was hauled up for lengthening, it was intended to add 25ft amidships. This was extended to 42 feet and ultimately, to 63 feet, the original scantlings, with those now added, conform to the requirements of the G.O.A. grade, on this account the report of alterations is framed on a "first entry" form. The depth has been slightly increased, the frames scarp'd, and each one bracketed to the stringer plates, except, where they extend to from the raised quarter deck, and monkey forecastle, the stringer plates and sheerstrakes, except the fore ends, are new, together with the boss plates, after lengths of plating, raised quarter-deck, sides, and newly formed stern, several plates renewed, in other parts of the original, the rudder & decks, are also new. The after sternpost is rendered small, in comparison, by the alterations, but the propeller has no after-bearing, and the stern frame is low in the counter. The thickness of the raised quarter-deck sides with its stringer angle iron is carried forward of the beam, while the "belting" shown on the new section, extends from stem to quarter. State if one, two or three decked vessel, or if open or awning decked, and lengths of poop, forecastle 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 Paint

I am of opinion this Vessel should be Classed G.O.A. 1 (S.S. No. 172)
 The amount of the Repair Entry Fee£ 10 : 10 : is received by me,
McKinnon Special£ 10 : 10 :
 Certificate " : 5 :
 (Travelling Expenses)
 (if any) £ 4 : 10 : 6

Committee's Minute 28th March 1872
 Character assigned G.O.A. 1
word lengthening / 1872
S.S. No. 172
McKinnon
W. Sturmfels
 I concur in the opinion that this vessel should be classed G.O.A. 1
SS No. 172
27/3/72
 Lloyd's Register Foundation