

IRON SHIPS.

Rev 18/10/71

No. 3557 Survey held at Glasgow Date, First Survey 15th Sept 1871 Last Survey 25th Sept 1872
On the S.S. Elizabeth Martin Master R. Duncan

Tonnage under Tonnage Deck 1225.86	ONE, OR TWO DECKED, SPAR, OR AWNING-DECKED VESSELS.	THREE DECKED VESSELS.	Built at Glasgow
Ditto of Third Spar, or Awning Deck	Half moulded breadth 15.0	Half Moulded Breadth 15.0	When built 1871-72 Launched 23 May
Ditto of Poop, or Raised Quarter Deck	Depth from upper part of Keel to top of Upper Deck Beams 23.3	Total Depth if three or more Decks 23.3	By whom built R. Napier & Sons
Ditto of Houses on Deck 20.56	Girth of Half Midship Frame (as per Rule) 27.8	Total Girth of Half Midship Frame 34.8	Owners Alexander Currie
Ditto of Forecastle	1st Number 66.1 Length 248.8	3rd Number 73.1 Length 248.8	Port belonging to Greenock
Gross Tonnage 1246.42	2nd Number 16445	4th Number 218087	Destined Voyage Clyde to Cape of Good Hope
Crew Space, as per Rule 38.38	Depths to Length 10.8 15.9	Breadths to Length 8.2	Surveyed while Building, Afloat, and in Dry Dock.
Register Tonnage 1246.42			
Engine Room 398.85			
Register Tonnage, as a Steamers, out on Beam 809.19			

Length on deck as per Rule 248 7/10 Moulded Breadth 30 Feet. Inches. 30 - Depths from top of Floors to Upper and Main Deck Beams, as per Rule 21 7/10 14 06 Power of Engines 139 Horse. No. of Decks with flat laid Two No. of Tiers of Beams Three

	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	8 1/2 x 2 1/2	8 1/2 x 2 1/2	8 x 2 1/2	8 x 2 1/2	8 x 5	8 x 5	23	23
Do. if centre through plate, depth and thickness								
Stem, if bar iron, moulding and thickness	8 x 2 1/2	8 x 2 1/2						
Stern-post for Rudder do.	8 x 5	8 x 5						
Stern-post for Propeller do.								
Distance of Frames from moulding edge to moulding edge, all fore and aft	23	23						
Frames, size of Angle Iron, for 1/2 length amidships	4 x 3	4 x 3	7 x 4	7 x 4	6 x 3	6 x 3		
Do. for 1/4 at each end	4 x 3	4 x 3	6 x 3	6 x 3				
Reversed Frames, size of Angle Iron	3 x 3	3 x 3						
Floors, depth and thickness of Floor Plate at mid line for half the length amidships	18 1/2 x 8	18 1/2 x 8						
Do. at the ends	9	9						
Do. do. do. at Bilge Keelson	8	8						
Do. height extended at the Bilges	Juice	Juice						
Beams, Upper, Spar, or Awning Deck (No. single or double Angle Iron, Plate or Tee Bulb Iron)	6 1/2 x 6	6 1/2 x 6						
Single or double Angle Iron on Upper edge	2 1/2 x 2 1/2	2 1/2 x 2 1/2	5	5				
Average space	46	46						
Beams, Main or Middle Deck (No. single or double Angle Iron, Plate or Tee Bulb Iron)	7 1/2 x 7	7 1/2 x 7						
Single or double Angle Iron on Upper Edge	3 x 2 1/2	3 x 2 1/2	5	5				
Average space	46	46						
Beams, Lower Deck, Hold or Orlop (No. single or double Angle Iron, Plate or Tee Bulb Iron)	7 1/2 x 7	7 1/2 x 7						
Single or double Angle Iron on Upper Edge	3 x 2 1/2	3 x 2 1/2	5	5				
Average space	92	92						
Keelson Centre line, single or double plate, box, or intercostal, size of Plates	10 x 12	10 x 12						
Do. Bulb Plate to Intercostal Keelson	7 3/4 x 9	7 3/4 x 9						
Do. Size of Angle Irons	5 1/2 x 3 1/2	5 1/2 x 3 1/2	9	9				
Do. Side Intercostal Keelson, size of Plates	5 x 3 1/2	5 x 3 1/2	9	9				
Do. Angle Irons on tops of Floors	5 x 3 1/2	5 x 3 1/2	9	9				
Do. Bilge Keelson, Bulb Iron	5 x 3 1/2	5 x 3 1/2	9	9				
Do. do. Intercostal plates riveted to plating for 1/2 length	5 x 3 1/2	5 x 3 1/2	9	9				
Do. do. Angle Irons	5 x 3 1/2	5 x 3 1/2	9	9				
Side Stringers (No. 1) size of Angle Irons	5 x 3 1/2	5 x 3 1/2	9	9				
Do. Intercostal plates riveted to plating for 3/5 length	5 x 3 1/2	5 x 3 1/2	9	9				
Transoms, material Iron or, if none, in what manner compensated for.								
Knight-heads Iron Hawse Timbers Iron								
Windlass Napier Patent Pall Bitt								
The Frames extend in one length from Keel to Gunwale								
The Reverse Angle Irons on the floors and frames extend from the middle line to Upper and to Main Deck alternately								
Keelsons. Are the various lengths of Plates and Angle Irons properly connected? Yes And are their butts properly shifted? Yes								
Plates, Garboard, double Riveted to Keel, double at upper edge, with Rivets (13/16 in.) diameter, averaging (3 1/2 ins.) from centre to centre.								
Do. Edges from Garboards to upper part of Bilge, worked Clencher, double Riveted; with Rivets (3/4 in.) diameter, averaging (3 3/8 ins.) from centre to centre.								
Do. Butts from Keel to turn of Bilge, worked carvel with butt straps to strakes (11-10/16) thick, double Riveted; with Rivets (3/4 in.) diameter averaging (3 3/8 ins.) from centre to centre. Do the Butt Straps lay over and Rivet through the lands of the strakes above or below? No								
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 () thick, or clencher, double Riveted; with rivets (3/4 in.) diameter, averaging (3 3/8 ins.) from centre to centre.								
Do. Edges of Sheerstrake, Main, double Riveted. Upper, double or single Riveted. At upper edge Single At lower edge Double								
Do. Butts from Bilge to Main Sheerstrake, worked Carvel with Butt Straps (11-9/16) thick, double Riveted; with Rivets (3/4 in) diameter, averaging (3 3/8 ins) from centre to centre.								
Do. Butts of Main Sheerstrake, double Riveted. Butts of Upper or Spar Sheerstrake, and Upper Deck Stringer Plate, double Riveted for 1/2 length amidships. Breadth of laps of plating in double Riveting () Breadth of laps of plating in single Riveting (3 1/2 ins)								
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.)								
Beams of the various Decks, how secured to the sides? Plates riveted to Frames No. of Breasthooks, 5 Crutches, 5								
What description of Iron is used for the Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? B. Boiler								
Manufacturer's name or trade mark, Blochaw and Mossend								

We certify that the above is a correct description of the several particulars therein given.
Builder's Signature, Builder Absent Surveyor's Signature, R. Napier & Sons

IRON 452-0266

10663 Iron

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? Solid Pieces
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 Scanlings 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 Three masts of Oregon Pine Schooner Rigged

Tested at Bristol 23rd Decr 1871
by John Sanders

Tested at Bristol 28th Nov^r 1871
by John Sanders

N ^o .	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS.		Weight. Ex. Stock.	Test as per Certificate.	Wght req'd per Rule.	Test req'd per Rule.
								N ^o .	Weight.				
	Number for equipment <u>18087</u>		<u>300</u>	<u>1 1/16</u>	<u>44</u>	<u>1 1/16</u>	<u>43 18/20</u>	&c. <u>31 light</u>		<u>23.0.25</u>	<u>23.15.17</u>	<u>23 1/2</u>	<u>23 19/20</u>
	Fore Sails,	Chain						<u>5 light</u>		<u>23.1.23</u>	<u>23.9.0.7</u>	<u>23 1/2</u>	<u>23 19/20</u>
	Fore Top Sails,	(State Machine where Tested, and name of Superintendent).						<u>13 heavy</u>		<u>20.0.15</u>	<u>20.17.0.21</u>	<u>19.3.25</u>	<u>20 1/4</u>
	Fore Topmast Stay Sails	<u>Stream</u>	<u>90</u>	<u>1</u>		<u>1</u>		(State Machine where Tested, and name of Superintendent).					
	Main Sails,	<u>Iron Cable</u>	<u>90</u>	<u>1</u>		<u>1 1/2</u>		Stream <u>12th light</u>		<u>9.3.16</u>		<u>10</u>	
	Main Top Sails,	Hawser	<u>90</u>	<u>9 1/2</u>				<u>23 heavy</u>		<u>5.0.21</u>		<u>5</u>	
	and	Towlines	<u>90</u>	<u>6 1/2</u>				<u>2 ditto</u>		<u>2.2.9</u>		<u>2 1/2</u>	
		Warp	<u>90</u>	<u>5 1/2</u>				Kedges					
		All of <u>good</u> quality.	<u>180</u>	<u>5 1/2</u>									

Her Standing and Running Rigging Waxed Hemp sufficient in size and good in quality. She has Four Iron Boats and 2 fitted as Life Boats
The present state of the Windlass is good Capstan good and Rudder good Pumps good and efficient
Engine Room Skylights.—How constructed? Teak Frame in Iron House How secured in ordinary weather? by Brass Bars
What arrangements are there for deadlights in such for bad weather? Thick Glass and Paulines
Coal Bunker Openings.—How constructed? Iron Castings How are lids secured? Screwed 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 and Angle Irons State size 6'6" x 7'0" - 7'6" x 8'0"
If of extraordinary size, state how framed and secured?
What arrangement for shifting beams? Two shifting Beams in Main Hatch
Hatches, themselves, whether strong and efficient? Yes Main Hatchways.—State size 19'6" x 11'0"

Order for Special Survey No. 806 DATES of
Date 22nd Sept 1871 Surveys held
Order for Ordinary Survey No. 1 while building
Date 7 as per
No. 316 in builder's yard. Section 18.
1st. On the several parts of the frame, when in place, and before the plating was wrought Under Special
2nd. On the plating during the progress of riveting Survey from 15th Sept 1871
3rd. When the beams were in and fastened, and before the decks were laid to 25th Sept. 1872
4th. When the ship was complete, and before the plating was finally coated or cemented
5th. After the ship was launched and equipped

General Remarks, This vessel has been built in accordance with the appended Midship Section and in general conformity with the Rules except that the topside plating is heavier and the upper edge of main sheerstrake is double instead of single riveted, the main deck sheerstrake is also 6 in wider than required with a view to Clap 100 A
The construction of Middle line Keelson was arranged by the Owners and approved by the Committee in C.S. "Edinburgh Castle" no 3493 and "Windsor Castle" no 3524
She is fitted with a Water tight Ballast Tank amidships about 18'4" long at height of lower course of Beams plated with 7/16 iron

State if one, two or three decked vessel, or if spar or coving 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 & Paint Outside Paint
I am of opinion this Vessel should be Classed 100 A 1 - 3 Decks

The amount of the Entry Fee£ 5 : 0 : 0 is received by me,
Special£ 56 : 3 : 0
Certificate Gratis
(Travelling Expenses)
(if any) £

Committee's Minute 18th Oct 1872
Character assigned 100 A 1
100 A 1
100 A 1

