

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 <u>1225.86</u>	ONE, OR TWO DECKED, SPAR, OR AWNING-DECKED VESSELS.	THREE DECKED VESSELS.	Built at <u>Glasgow</u>
Ditto of Third Spar, or of Decking Deck <u>20.56</u>	Half moulded breadth <u>15.0</u>	Half Moulded Breadth <u>15.0</u>	When built <u>1871-72</u> Launched <u>23 May 1871</u>
Ditto of Poop, or Raised Quarter Deck <u>20.56</u>	Depth from upper part of Keel to top of Upper Deck Beams <u>23.3</u>	Depth if three or more Decks <u>23.3</u>	By whom built <u>R. Napier & Sons</u>
Ditto of Houses on Deck <u>20.56</u>	Girth of Half Midship Frame (as per Rule) <u>27.8</u>	Total Girth of Half Midship Frame <u>34.8</u>	Owners <u>Alexander Currie</u>
Ditto of Forecastle <u>20.56</u>	1st Number <u>66.1</u>	3rd Number <u>73.1</u>	Port belonging to <u>Greenock</u>
Gross Tonnage <u>1246.42</u>	Length <u>248.8</u>	Length <u>248.8</u>	Destined Voyage <u>Clyde to Cape of Good Hope</u>
Crew Space, as per Rule <u>38.38</u>	2nd Number <u>16445</u>	4th Number <u>18487</u>	Surveyed while Building, Afloat, and in Dry Dock.
Register Tonnage <u>1246.42</u>	Depths to Length <u>10.8</u>	Breadths to Length <u>8.2</u>	
Engine Room <u>398.85</u>			
Register Tonnage, as a Steamer, on Beam <u>809.19</u>			

Length on deck as per Rule 248 $\frac{9}{10}$ Moulded Breadth 30 $\frac{1}{10}$ Depths from top of Floors to Upper and Main Deck Beams, as per Rule 21 $\frac{9}{10}$ Power of Engines, 139 Horse. No. of Decks with flat laid Two No. of Tiers of Beams Three

Dimensions of Ship per Register, length 250.6 breadth 30.25 depth 21.5

	Inches in Ship.	Inches required per Rule.		Inches in Ship.	Inches required per Rule.
Keel, if bar iron, depth and thickness <u>8 1/2 x 2 1/2</u>	<u>8 1/2</u>	<u>2 1/2</u>	Flat Keel Plates, breadth and thickness <u>36</u>	<u>11</u>	<u>36</u>
Do. if centre through plate, depth and thickness <u>8 x 2 1/2</u>	<u>8</u>	<u>2 1/2</u>	Plates in Garboard Strakes, breadth and thickness <u>36</u>	<u>11</u>	<u>36</u>
Stem, if bar iron, moulding and thickness <u>8 x 2 1/2</u>	<u>8</u>	<u>2 1/2</u>	Do. from Garboard to upper part of Bilges <u>10</u>	<u>10</u>	<u>10</u>
Stern-post for Rudder do. <u>8 x 5</u>	<u>8</u>	<u>5</u>	Do. of doubling at Bilge, or increased thickness, and length applied <u>13 1/2</u>	<u>13 1/2</u>	<u>13 1/2</u>
Stern-post for Propeller <u>8 x 5</u>	<u>8</u>	<u>5</u>	Do. from up. part of Bilge to l. edge of Sh'rstrake <u>9</u>	<u>9</u>	<u>9</u>
Distance of Frames from moulding edge to moulding edge, all fore and aft <u>23</u>	<u>23</u>	<u>23</u>	Do. Main Sheerstrake, breadth and thickness <u>42</u>	<u>10</u>	<u>36</u>
Frames, size of Angle Iron, for 1/2 length amidships <u>4 x 3</u>	<u>4</u>	<u>3</u>	Do. of doubling at Sh'rstrake, & length applied <u>9</u>	<u>9</u>	<u>9</u>
Do. for 1/2 at each end <u>4 x 3</u>	<u>4</u>	<u>3</u>	Do. from Mn. to Up. or Spar Dk. Sh'rstrake <u>9</u>	<u>9</u>	<u>9</u>
Reversed Frames, size of Angle Iron <u>3 x 3</u>	<u>3</u>	<u>3</u>	Do. Up. or Spar Dk Sh'rstrake, brdth & thickness <u>36</u>	<u>10</u>	<u>36</u>
Floors, depth and thickness of Floor Plate at mid line for half the length amidships <u>18 1/2 x 8</u>	<u>18 1/2</u>	<u>8</u>	Butt Straps to outside plating, breadth & thickness <u>9 1/2 x 1 1/2</u>	<u>9 1/2</u>	<u>1 1/2</u>
Do. at the ends <u>9 x 7</u>	<u>9</u>	<u>7</u>	Lengths of Plating <u>12 1/2</u>	<u>12 1/2</u>	<u>12 1/2</u>
Do. do. at Bilge Keelson <u>8 x 8</u>	<u>8</u>	<u>8</u>	Shifts of Plating, and Stringers <u>5 1/2</u>	<u>5 1/2</u>	<u>5 1/2</u>
Do. height extended at the Bilges <u>Twice</u>	<u>Twice</u>	<u>Twice</u>	Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness <u>5 1/2</u>	<u>7 1/2</u>	<u>5 1/2</u>
Beams, Upper, Spar, or Awning Deck (No. single or double Angle Iron, Plate or Tee Bulb Iron) <u>6 1/2 x 6</u>	<u>6 1/2</u>	<u>6</u>	Angle Iron on ditto <u>5 x 4 x 9</u>	<u>4 x 4 x 8</u>	<u>4 x 4 x 8</u>
Single or double Angle Iron on Upper edge <u>2 1/2 x 2 1/2</u>	<u>2 1/2</u>	<u>2 1/2</u>	Tie Plates (fore and aft), outside Hatchways <u>11 1/2 x 7</u>	<u>11 1/2</u>	<u>7</u>
Average space <u>46</u>	<u>46</u>	<u>46</u>	Diagonal Tie Plates on Beams (No. of Pairs) <u>None</u>	<u>None</u>	<u>None</u>
Beams, Main or Middle Deck (No. single or double Angle Iron, Plate or Tee Bulb Iron) <u>7 1/2 x 7</u>	<u>7 1/2</u>	<u>7</u>	Planksheer material and scantling <u>12 x 5</u>	<u>12</u>	<u>5</u>
Single or double Angle Iron, on Upper Edge <u>3 x 2 1/2</u>	<u>3</u>	<u>2 1/2</u>	Waterways do. do. <u>4</u>	<u>4</u>	<u>4</u>
Average space <u>46</u>	<u>46</u>	<u>46</u>	Flat of Upper Deck do. do. <u>None</u>	<u>None</u>	<u>None</u>
Beams, Lower Deck, Hold or Orlop (No. single or double Angle Iron, Plate or Tee Bulb Iron) <u>7 1/2 x 7</u>	<u>7 1/2</u>	<u>7</u>	How fastened to Beams <u>Tie & Screws</u>	<u>Tie & Screws</u>	<u>Tie & Screws</u>
Single or double Angle Iron on Upper Edge <u>3 x 2 1/2</u>	<u>3</u>	<u>2 1/2</u>	Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness <u>4 1/2 x 9</u>	<u>4 1/2</u>	<u>9</u>
Average space <u>92</u>	<u>92</u>	<u>92</u>	(Is the Stringer Plate attached to the outside plating?) <u>Yes</u>	<u>Yes</u>	<u>Yes</u>
Keelson Centre line, single or double plate, <u>10 x 12</u>	<u>10</u>	<u>12</u>	Angle Irons on ditto (No. 2) <u>4 x 4 x 8 1/2</u>	<u>4 x 4 x 8 1/2</u>	<u>4 x 4 x 8 1/2</u>
Do. Bulb Plate to Intercoastal Keelson <u>7 3/4 x 9</u>	<u>7 3/4</u>	<u>9</u>	Tie Plates, outside Hatchways <u>11 1/2 x 9</u>	<u>11 1/2</u>	<u>9</u>
Do. Size of Angle Irons <u>5 1/2 x 3 1/2</u>	<u>5 1/2</u>	<u>3 1/2</u>	Diagonal Tie Plates on Beams (No. of pairs) <u>4</u>	<u>4</u>	<u>4</u>
Do. Side Intercoastal Keelson, size of Plates <u>5 x 3 1/2</u>	<u>5</u>	<u>3 1/2</u>	Waterways materials and scantlings <u>4 x 4</u>	<u>4</u>	<u>4</u>
Do. Angle Irons on tops of Floors <u>5 x 3 1/2</u>	<u>5</u>	<u>3 1/2</u>	Flat of Middle Deck do. do. <u>None</u>	<u>None</u>	<u>None</u>
Do. Bilge Keelson, <u>5 x 3 1/2</u>	<u>5</u>	<u>3 1/2</u>	How fastened to Beams <u>Double Frames</u>	<u>Double Frames</u>	<u>Double Frames</u>
Do. do. Intercoastal plates riveted to plating for 1/2 length <u>5 x 3 1/2</u>	<u>5</u>	<u>3 1/2</u>	Stringer Plates on ends of Lower Deck, Hold or Orlop Beams <u>30 1/2 x 8</u>	<u>30 1/2</u>	<u>8</u>
Do. do. Angle Irons <u>5 x 3 1/2</u>	<u>5</u>	<u>3 1/2</u>	(Is the Stringer Plate attached to the outside plating?) <u>Yes</u>	<u>Yes</u>	<u>Yes</u>
Side Stringers (No. 1) size of Angle Irons <u>5 x 3 1/2</u>	<u>5</u>	<u>3 1/2</u>	Angle Irons on ditto (No. 2) <u>4 x 4 x 8</u>	<u>4 x 4 x 8</u>	<u>4 x 4 x 8</u>
Do. Intercoastal plates riveted to plating for 3/5 length <u>5 x 3 1/2</u>	<u>5</u>	<u>3 1/2</u>	Stringer or Tie Plates, outside Hatchways <u>4 x 4 x 8</u>	<u>4 x 4 x 8</u>	<u>4 x 4 x 8</u>

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

The Frames extend in one length from Keel to Gunwale Riveted through plates with (3/4 in.) Rivets, about 6 apart.
 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 1/2 Riveted to Keel, double 1/2 at upper edge, with Rivets (3/16 in.) diameter, averaging (3 1/2 ins.) from centre to centre.
 Do. Edges from Garboards to upper part of Bilge, worked Clencher, double or single 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) thick, double or single 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 1/6 thicker than their plates.
 Do. Edges from bilge to Main Sheerstrake, worked carvel with a lining piece (11-9) thick, or clencher, double or single riveted; with rivets (3/4 in.) diameter, averaging (3 3/8 ins.) 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 Double
 Do. Butts from Bilge to Main Sheerstrake, worked Carvel with Butt Straps (11-9) thick, double or single Riveted; with Rivets (3/4 in.) diameter, averaging (3 3/8 ins.) from centre to centre.
 Do. Butts of Main Sheerstrake, double or single Riveted. Butts of Upper or Spar Sheerstrake, and Upper Deck Stringer Plate, double or treble Riveted for 1/2 length amidships. Breadth of laps of plating in double Riveting (Strakes) Breadth of laps of plating in single Riveting (3 1/2 times)

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, Blochstein 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, Do

1063 Iron

Workmanship. Are the butts of plating planed or otherwise fitted? PlanedDo the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies? YesDo the fillings between the ribs and plates fill in solid with single pieces? or are they in short lengths of various thicknesses? Solid PiecesDo 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? YesAre there any rivets which either break into or have been put through the seams or butts of the plating? A fewHer 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 RiggedTested at Bristol 23rd Decr 1871
by John SandersTested at Bristol 28th Nov^r 1871
by John Sanders

Number for equipment 18087		Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, N ^o .	Weight, Ex. Stock.	Test as per Certificate.	Wght req'd per Rule.	Test req'd per Rule.
N ^o .	SAILS.	CABLES, &c.	300	19/16	44	19/16	43 18/20	23.0.25	23.15.17	23 1/2	23 19/20
One	Fore Sails,	Chain					&c. 31 light	23.0.25	23.15.17	23 1/2	23 19/20
Two	Fore Top Sails,	(State Machine where Tested, and name of Superintendent).					5 light	23.1.23	23.9.0.7	23 1/2	23 19/20
Two	Fore Topmast Stay Sails	Hamper Stream	90	1		1	13 heavy	20.0.15	20.17.02	19.3.25	20 1/4
Two	Main Sails,	Iron Cable	90	1		9 1/2	(State Machine where Tested, and name of Superintendent).				
Two	Main Top Sails,	Hawser	90	9 1/2			Stream 12th light	9.3.16		10	
		Towlines	90	6 1/2			21 heavy	5.0.21		5	
		Warp	90	5 1/2			2 ditto	2.2.9		2 1/2	
		All of good quality.	90	5 1/2			Kedges				
			180	5 1/2							

Her Standing and Running Rigging Wool Hemp sufficient in size and good in quality. She has Four Iron Boats and 2 fitted as Life BoatsThe present state of the Windlass is good Capstan good and Rudder good Pumps good and efficientEngine Room Skylights.—How constructed? Teak Frame in Iron House How secured in ordinary weather? by Brass BarsWhat arrangements are there for deadlights in such for bad weather? Thick Glass and PaulinesCoal Bunker Openings.—How constructed? Iron Castings How are lids secured? Screwed How high above deck? FlushScuppers, &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 DeckCargo 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? Two shifting Beams in Main HatchWhat arrangement for shifting beams? Yes Main Hatchways.—State size 19' 6" x 11' 0"Hatches, themselves, whether strong and efficient? YesOrder for Special Survey No. 806 DATES of 1st. On the several parts of the frame, when in place, and before the plating was wrought Under Special
Date 22nd Sept 1871 Surveys held 2nd. On the plating during the progress of riveting Survey from 15th Sept 1871
Order for Ordinary Survey No. 316 while building 3rd. When the beams were in and fastened, and before the decks were laid to 25th Sept. 1872
Date — as per 4th. When the ship was complete, and before the plating was finally coated or cemented
No. 316 in builder's yard. Section 18. 5th. After the ship was launched and equippedGeneral 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 Class 100 AThe construction of Middle line Ribson was arranged by the Owners and approved by the Committee in C.S. "Edinburgh Castle" no 3493 and "Windsor Castle" no 3524She 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 coning 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 PaintI 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 : 8 : 0
Certificate Gratis(Travelling Expenses)
(if any) £Committee's Minute 18th Oct 1872Character assigned 100 A 1

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