

IRON SHIP.

No. 6846 Survey held at Port Glasgow Date, First Survey 6th April Last Survey 8th November 1875

On the Screw Steamer "Cora" Master Stewart

TONNAGE under Tonnage Deck <u>599.04</u>	ONE, OR TWO DECKED, THREE DECKED VESSEL.	Built at <u>Port Glasgow</u>
Ditto of Third, Spar, or Awning Deck.	SPAR, OR AWNING-DECKED VESSEL.	When built <u>1875</u> Launched <u>18th Sept 1875</u>
Ditto of Poop, or Raised Or. Dk.	HALF BREADTH (moulded) <u>12.5</u>	By whom built <u>Russell & Co</u>
Ditto of Houses on Deck <u>6.64</u>	DEPTH from upper part of Keel to top of Upper Deck Beams <u>13.15</u>	Owners <u>Pile & Co</u>
Ditto of Forecastle	GIRTH of Half Midship Frame (as per Rule) <u>22.2</u>	Port belonging to <u>London</u>
Gross Tonnage <u>605.68</u>	1st NUMBER <u>47.85</u>	Destined Voyage <u>China</u>
Less Crew Space <u>29.63</u>	1st NUMBER, if a THREE-DECKED VESSEL (deduct 7 feet) <u>—</u>	Is Surveyed while Building, Afloat, or in Dry Dock. <u>—</u>
Less Engine Room <u>193.82</u>	LENGTH <u>170.</u>	
Register Tonnage (as entered in Beam) <u>382.23</u>	2nd NUMBER <u>2134.</u>	
	PROPORTIONS—Breadths to Length <u>6.8</u>	
	Depths to Length—Upper Deck to Keel <u>—</u>	
	Main Deck ditto <u>12.92</u>	

LENGTH on deck as per Rule <u>170.</u>	BREADTH Moulded <u>25.</u>	DEPTH top of Floors to Upper Deck Beams <u>12.025</u>	Power of Engines <u>—</u>	Horse. <u>70</u>	No. of Decks with flat laid <u>Two</u>	No. of Tiers of Beams <u>Two</u>
Dimensions of Ship per Register, length <u>170.2</u> breadth <u>25.1</u> depth <u>10.5</u>						
KEEL, depth and thickness <u>7 1/2 x 1 1/2</u>	STEM, moulding and thickness <u>6 1/2 x 1 1/2</u>	STERN-POST for Rudder do. do. <u>6 1/2 x 3 3/4</u>	Distance of Frames from moulding edge to moulding edge, all fore and aft <u>21</u> (Class <u>100A</u>)			
AMES, Angle Iron, for 1/2 length amidships <u>3</u>	Do. for 1/2 at each end <u>3</u>	REVERSED FRAMES, Angle Iron <u>2 1/2</u>	BEAMS, Upper, Spar, or Awning Deck <u>4 1/2</u>			
BEAMS, Main, or Middle Deck <u>6</u>	BEAMS, Lower Deck, Hold, or Orlop <u>—</u>	KEELSONS Centre line, single or double plate, <u>11</u>	SIDE STRINGER Angle Irons <u>3 1/2</u>			
Transoms, material. Knight-heads. Hawse Timbers. <u>Iron</u>	Windlass <u>Iron Patent</u>	Pall Bitt <u>—</u>	The FRAMES extend in one length from <u>Keel</u> to <u>Gunwale</u>			
The REVERSED ANGLE IRONS on floors and frames extend <u>from</u> middle line to <u>above bilge stringer</u> and to <u>main deck</u> alternately			KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? <u>Yes</u> And butts properly shifted? <u>Yes</u>			
PLATING. Garboard, double riveted to Keel, with rivets <u>1</u> in. diameter, averaging <u>5</u> ins. from centre to centre.						
Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets <u>3/4</u> in. diameter, averaging <u>3/4</u> ins. from centre to centre.						
Butts from Keel to turn of Bilge, worked carvel double riveted; with rivets <u>3/4</u> in. diameter averaging <u>3/4</u> ins. from centre to centre.						
Butts of <u>one</u> Strakes at Bilge for <u>half</u> length, treble riveted with Butt Straps <u>1/16</u> thicker than the plates they connect.						
Edges from bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets <u>3/4</u> in. diameter, averaging <u>3/4</u> ins. from cr. to cr.						
Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets <u>3/4</u> in. diameter, averaging <u>3/4</u> ins. from cr. to cr.						
Edges of Main Sheerstrake, double or single riveted.						
Butts of Main Sheerstrake, treble riveted for <u>whole</u> length amidships. Butts of Upper or Spar Sheerstrake, treble riveted <u>—</u> length amidships.						
Butts of Main Stringer Plate, treble riveted for <u>whole</u> length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for <u>—</u> length.						
Breadth of laps of plating in double riveting <u>4 1/2</u> Breadth of laps of plating in single riveting <u>2 1/4</u>						
Butt Straps of Keelsons, Stringer and Tie Plates, treble or double Riveted? <u>—</u>						
Waterway, how secured to Beams <u>Iron gutter</u> (Explain by Sketch, if necessary.)						
Beams of the various Decks, how secured to the sides? <u>Beam ends turned down</u> No. of Breasthooks, <u>3</u> Crutches, <u>3</u>						
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? <u>Best</u>						
Manufacturer's name or trade mark, <u>Plate, Corbett, Angle Irons, Coats</u>						
The above is a correct description. <u>Russell & Co</u> Surveyor's Signature, <u>H. B. B. B.</u>						
Builder's Signature, <u>Russell & Co</u> Surveyor to Lloyd's Register of British and Foreign Register						

IRON 63-0450



Workmanship

the butts of plating planed or otherwise fitted? Planed
 Do the edges of the rivet work and of the butts lay close together throughout their length without requiring any making good of deficiencies? Yes
 Are the fillings between the ribs and plates solid single pieces? Yes
 Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? Yes
 Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? Yes
 Do any rivets break into or through the seams or butts of the plating? Very few 15356 Iron.

Masts, Bowsprit, Yards, &c., are Wood in good condition, and sufficient in size and length. If of Iron or Steel give 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 Steel Masts

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate	Length & Size req'd per Rule	Test req'd per Rule	ANCHORS.	No.	Weight. Ex. Stock.	Test per Certificate	Wght req'd per Rule	Test req'd per Rule
8750												
N ^o .	SAILS.	CABLES, &c.					Bowers	2513	10.1.9	12.6.2.0	10.0.0	12
one	Fore Sails,	Chain	1057	1 1/2	22 1/2 x 34 1/2	195 1/2	2514	9.2.23	11.15.2.0	8.2.0	10 1/2	20
	Fore Top Sails,	Netherton Paving house 30 th Sept 16 Oct 3 1875						2512	9.0.13	11.4.2.0	8.2.0	10 1/2
	Fore Topmast	M. K. Reade Superintendent										
Sub	Stay Sails	Hemp Strm Cbl	90	3/4		12/16	Stream	1	4.2.2		4.3.0	
	Main Sails,	Hawser ...	80	7		6/2	Kedges	1	2.1.6		2.1.0	
	Main Top Sails,	Towlines ...	80	7				1	1.0.0		1.0.0	
and		Warp ...	120	5								
		quality <u>good</u>										

Standing and Running Rigging Wind Kengen sufficient in size and good in quality. She has one Long Boat and 3 others
 The Windlass is Harfield's Patent Capstan 2 Hemlock and Rudder Effluent Pumps to each compartment bilge Pumps to main Hold
 Engine Room Skylights. How constructed? Iron lining of 6" aboveawning OK How secured in ordinary weather? Wire gratings
 What arrangements for deadlights in bad weather? Tarpaulins
 Coal Bunker Openings. How constructed? Cast iron with lids How are lids secured? Self locking Height above deck? 5 inches
 Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? Open bulwarks at Awning deck

Cargo Hatchways. How formed? Iron casings
 State size Main Hatch 17' 9" x 8' 0" Forehatch 7' 0" x 6' 6" Quarterhatch 7' 0" x 6' 6"
 If of extraordinary size, state how framed and secured? Bound tie plates each side of hatchway 16" x 7/16
 What arrangement for shifting beams? One deep web plate between angle beams at middle of hatchway to main & Awning deck
 Hatches, If strong and efficient? Yes

Order for Special Survey No. <u>761</u>	DATES of Surveys held while building as per Section 18.	1st. On the several parts of the frame, when in place, and before the plating was wrought	<u>Built under S.S. and Surveyed 1875 April 6, 12, 22, May 1, 6.</u>
Date <u>27 March 1875</u>		2nd. On the plating during the process of riveting	<u>10, 24 June 8, 14, 17, 22, 25, July 12, 15, 22, 27, 30, Aug 3, 10, 17.</u>
Order for Ordinary Survey No. <u>762</u>		3rd. When the beams were in and fastened, and before the decks were laid....	<u>20, 26, Sept 7, 13, 23, 29, Oct 2, 11, 12, 15, 16, 20, 25, 26, 28</u>
Date <u>1</u>		4th. When the ship was complete, and before the plating was finally coated or cemented..	<u>November 1, 4, 5, 8.</u>
No. <u>2</u> in builder's yard.		5th. After the ship was launched and equipped	

General Remarks (State quality of workmanship, &c.) This Vessel is Schooner rigged, and has been built in conformity with the Rules for 1874 and Midship section herewith appended, which was submitted and approved by the Committee in letter dated 22nd April 1875 and by subsequent letter to the Owner of the 6th May 1875 the Committee sanctioned the Engineers being housed in Deck provided the reverse frames be carried up to the height of the Awning deck throughout the length of erections, and the Awning deck beams, in way of same being of the same size as the main deck beams, and efficiently pillared, which has been adhered to in the construction of the Vessel and in consideration thereof the load line fixed at 12 1/2 3 in.
The workmanship & materials are of the best description.

The Hold 30 1/2 feet
 After - 26 -

State if one, two, or three, decked vessel, or if spar, or awning decked; and the lengths of poop, forecastle, or raised quarter deck, and the length of double, or part double bottom.
 How are the surfaces preserved from oxidation? Inside Portland Cement to above bilge Outside Red Lead & Paint
 I am of opinion this Vessel should be Classed 100 A1.

The amount of the Entry Fee ... £ 5 : 0 : 0 is received by me, [Signature]
 Special ... £ 28 : 16 : 0 5th November 1875
 Certificate ... £ 0 : 0 : 0
 Dues, if any, £ 33 : 16 : 0

Committee's Minute 9th November 1875
 Officer assigned 100A

One Drawing Load line 12.3
Do Do Do Do Do
Do Do Do Do Do