

IRON SHIP.

Survey held at Montrose Date, First Survey 3-3-76 Last Survey 27 June 1876
Mary Stewart Yard Number 2 Master J Stewart

72 93 ONE, OR TWO DECKED, THREE DECKED VESSEL,
 SPAR, OR AWNING-DECKED VESSEL.
 HALF BREADTH (moulded)... .. 8 5
 DEPTH from upper part of Keel to top of Upper Deck Beams 8 5
 GIRTH of Half Midship Frame (as per Rule) 15 8 3
 1st NUMBER 34 83
 1st NUMBER, if a THREE-DECKED VESSEL
 deduct 7 feet
 72 93
 6 28 LENGTH 70
 2nd NUMBER 2438
 66.65 PROPORTIONS—Breadths to Length under 4 Breadths
 Depths to Length—Upper Deck to Keel .. under 8 depths
 Main Deck ditto

Built at Montrose
 When built 1876 Launched 3-6-76
 By whom built Black & Noble
 Owners J Stewart
 Port belonging to Groenock
 Destined Voyage Coasting
 Surveyed while Building, Afloat, or in Dry Dock.

Feet. Inches. BREADTH—Moulded... .. 19 0
 Feet. Inches. DEPTH top of Floors to Upper Deck Beams 8 6 1/2
 Do. do. Main Deck Beams
 Power of Engines
 Horse. No. of Decks with flat laid one
 No. of Tiers of Beams one

Ship per Register, length, 72 55 breadth, 19 5 depth, 8 35

	Inches in Ship	Inches in Ship	16ths required	Inches per Rule	Inches per Rule	16ths required
and thickness	6	17/8	5	6	17/8	5
ag and thickness	5 1/2	17/8	5	5 1/2	17/8	5
for Rudder do. do.	5 1/2	17/8	5	5 1/2	17/8	5
for Propeller						
frames from moulding edge to edge, all fore and aft	20"					
ngle Iron, for 3/4 length amidships	2 1/2	2 1/2	5	2 1/2	2 1/2	5
at each end						
FRAMES, Angle Iron	2 1/4	2 1/4	5	2 1/4	2 1/4	4 1/2
pth and thickness of Floor Plate	10 1/2		4	10 1/2		4
for half length amidships						
ess at the ends of vessel	5 1/2		5	5 1/2		5
at 3/4 the half-bdth. as per Rule						
t extended at the Bilges						
pper, Spar, or Awning Deck						
le Ang. Iron, Plate or Tee Bulb Iron	5	3	6	5	3	6
ouble Angle Iron on Upper edge						
space	3.4			3.4		
ain or Middle Deck						
le Ang. Iron, Plate or Tee Bulb Iron						
ouble Angle Iron, on Upper Edge						
space						
ower Deck, Hold or Orlop						
le Ang. Iron, Plate or Tee Bulb Iron						
ouble Angle Iron on Upper Edge						
space						
Centre line, single or double plate, or Intercoastal Plates	7 1/2		6	7 1/2		6
Plate	6 1/2		6	6 1/2		6
Plate to Intercoastal Keelson	3		6	3		6
Iron						
ngle Iron Side Keelson						
intercoastal Plate						
do. Angle Irons	3		6	3		6
ned to outside plating with angle iron						
Iron	3		6	3		6
Bulb Iron						
Intercoastal plates riveted to plating for length						
STRINGER Angle Irons						
coastal plates riveted to plating for length	3		6	3		6
NGER Angle Irons						

	Inches In Ship	16ths In Ship	Inches required	16ths required
Flat Keel Plates, breadth and thickness	30	6	30	6
PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges of doubling at Bilge, or increased thickness, and length applied	6 1/2	5	6	5
fm up. part of Bilge to lr. edge of Sh'rstrake	6 1/2	5	6	5
Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied from Mn. to Upr. or Spar Dk. Sh'rstrake	30	6	30	6
Up. or Spar Dk Sh'rstrake, brdth & thickness				
Butt Straps to outside plating, breadth & thickness	8	9	8	9
Lengths of Plating	10	0	8	4
Shifts of Plating, and Stringers	2	3	2	3
Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness	20	5	20	5
Angle Iron on ditto	3	3	3	3
Tie Plates fore and aft, outside Hatchways	7	5	7	5
Diagonal Tie Plates on Beams No. of Pairs				
Planksheer material and scantling				
Waterways do. do.				
Flat of Upper Deck do. do.				
How fastened to Beams				
Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness				
Is the Stringer Plate attached to the outside plating?				
Angle Irons on ditto, No.				
Tie Plates, outside Hatchways				
Diagonal Tie Plates on Beams, No. of pairs				
Waterways materials and scantlings				
Flat of Middle Deck do. do.				
How fastened to Beams				
Stringer Plates on ends of Lower Deck, Hold or Orlop Beams				
Is the Stringer Plate attached to the outside plating?				
Angle Irons on ditto, No.				
Stringer or Tie Plates, outside Hatchways				
Flat of Lower Deck				
Ceiling betwixt Decks, thickness and material in hold	13/4	Pine		
do. do.	2			2
Main piece of Rudder, diameter at head	3		27/8	
do. at heel				2
Can the Rudder be unshipped afloat?	No			
Bulkheads No. Thickness of	One			
Height up				
How secured to sides of ship				
Size of Vertical Angle Irons and distance apart	2 1/4, 2 1/4, 4 1/2		30"	
Are the outside Plates doubled two spaces of Frames in length?	Yes			

aterial. (Knight-heads.) Hawse Timbers, Angle plate Iron
Greenhead Pall Bitt Greenhead

ES extend in one length from Center line to Upper Stringer Riveted through plates with 10 1/2 in. Rivets, about 3 apart. CAC

URSED ANGLE IRONS on floors and frames extend from the middle line to and to alternately

NS. Are the various lengths of Plates and Angle Irons properly connected? well connected and butts properly shifted? well shifted

G. Garboard, double riveted to Keel, with rivets 14 1/2 in. diameter, averaging 4 3/8 ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 10 1/2 in. diameter, averaging 2 1/2 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 10 1/2 in. diameter averaging 2 1/2 ins. from centre to centre.

Butts of one Strakes at Bilge for 1/2 length, double riveted with Butt Straps 1/16 thicker than the plates they connect.

Edges from bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 10 1/2 in. diameter, averaging 2 1/2 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 10 1/2 in. diameter, averaging 2 1/2 ins. from cr. to cr.

Edges of Main Sheerstrake, double or single riveted. Upper Sheerstrake, double or single riveted.

Butts of Main Sheerstrake, double riveted for 1/4 length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.

Butts of Main Stringer Plate, treble riveted for length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length.

Breadth of laps of plating in double riveting 6 Dia Breadth of laps of plating in single riveting 3 1/2 diameter

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

owway, how secured to Beams Gutter (Explain by Sketch, if necessary.)

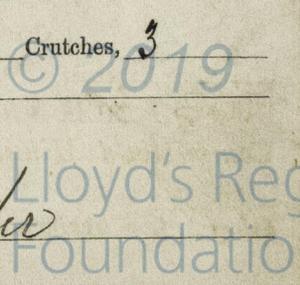
as of the various Decks, how secured to the sides? Iron plate Pins No. of Breasthooks, 3 Crutches, 3

escription of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.?

ufacturer's name or trade mark, Angby = Abbott. Plate Consell Iron Co

The above is a correct description.

er's Signature, Black & Noble Surveyor's Signature, J Stewart



IRON467-0219

Workmanship. Are the butts of plating planed or otherwise fitted? *not planed otherwise fitted* 16657 Jan
 Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies?
 Are the fillings between the ribs and plates solid single pieces? *single solid pieces*
 Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? *Conform fairly*
 Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? *well countersunk & punched*
 Do any rivets break into or through the seams or butts of the plating? *in a few cases at butts*

Masts, Bowsprit, Yards, &c., are *Wood* in *Good* condition, and sufficient in size and length. If of Iron or Steel, state the Scantlings of Plating, Angle Irons, &c., and further explain by a Sketch showing how the lower Masts and Bowsprit are constructed, 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

*Bowsprit of L outside 11 1/2 Diamter at Right 12" Cap 10"
 Foremast of L 55" 5 at Post 12 1/2 Cap 9 1/2 - all Pitch Pine
 Main Mast of L 54" 5 5 12 5 9*

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Length & Size req'd per Rule	Test req'd per Rule.	ANCHORS, &c.	No.	Weight. Ex. Stock.	Test per Certificate.	Weight req'd per Rule.
SAILS.		77 25	60	14 1/2 13 15 0 0	120 7 1/2	8 10 0 0		30425	1 2	8 11 1 0	3 2 0
CABLES.		278 6	60	16 1/2 17 20 12 2 9	12 1/2	12 15 0 0	Bowers ...	1 1 0	24 57 7 5		
Chain		278 6	60	13 1/2 17 17 15 2 0	12 1/2	12 15 0 0	(State Machine where Tested, Date, and name of Superintendent.)	30445	2 12	7 18 1 0	5 2 0
Fore Sails,				24 1/2 17 17 15 2 0	12 1/2	12 15 0 0	Nitherton P J	1 1 14	24 57 7 5		
Fore Top Sails,							D J Swed sup				
Fore Topmast Stay Sails							Stream with Sheet	8897	2 20		1 0 0
Main Sails,			90	5 1/2	90 x 5		Kedges ...	1 0 0			0 2 0
Main Top Sails,			90	3"	90 - 3						
and others in all quality											

Standing and Running Rigging *May & Nimp* sufficient in size and *Good* in quality. She has *one 14"* Long Boat and *one* The Windlass is *Wood - Punche* Capstan and Rudder *Good* Pumps *2 Metal*

Engine Room Skylights How constructed? *How secured in ordinary weather?*

Coal Bunker Openings How constructed? *How are lids secured?* Height above deck? *2*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *2 pair Scuppers & same to Pe*

Cargo Hatchways.—How formed? *Iron plate Curbing & such ledgy*
 State size Main Hatch *9.11 x 5.9* Fore hatch *after Quarterhatch 6.7 1/2 x 4.9*

If of extraordinary size, state how framed and secured? *ordinary size*

What arrangement for shifting beams? *none*

Hatches, If strong and efficient? *strong & efficient*

Order for Special Survey No.	Date	1st.	2nd.	3rd.	4th.	5th.
		On the several parts of the frame, when in place, and before the plating was wrought	On the plating during the process of riveting	When the beams were in and fastened, and before the decks were laid...	When the ship was complete, and before the plating was finally coated or cemented...	After the ship was launched and equipped
		2 13 28 (March)	4 10 20 29 (4 m)	5 15 22 29 (6)	7 16 27 (6 m)	

General Remarks, (State quality of workmanship &c.)

This is a flush decked vessel with round stern Workmanship in respect to iron is of fair quality and system tracing forwarded 26/1/76 reply 28/1/76 " provided lower edge of sheer strake be double riveted to the scumblers & arranged otherwise as shown in figured dimensions on sketch of mid system sub. The rules in all respects carried out & the vessel completed & satisfactorily reported on built in eligible to Class & 2-2-76 Note from Bureau forwarded in reference to double rivetting edge of sheer strake as being beyond the requirements of Rule 21 of the in this case Reply 3-2-76 Sheer strakes may be riveted as originally proposed as in accordance with the rules

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

How are the surfaces preserved from oxidation? Inside *Cemented out to Bulge & 3 coats Oil* Outside *3 Coats Oil Paint*

I am of opinion this Vessel should be Classed *100 A1* *not otherwise* *T. Alexander*

The amount of the Entry Fee ... £ 1 : - - is received by me *J.H.*
 Special ... £ 4 : 4 : 0 *14 July 1876*
 Certificate ... £ 2 : 6 : -

(Travelling Expenses) (if any) £ 3 : 10 : - *J.H.*

Committee's Minute *18 July 1876*

Character assigned *100 A1*

