

IRON SHIP.

26786

26/6/80

No. 4808 Survey held at *Campbeltown and Greenock* Date, First Survey *14th April 1879* Last Survey *11th May 1880* 1880.

On the *S. S. S. "Redland"* Master *S. Morgan*

TONNAGE under Tonnage Deck	101.59	ONE, OR TWO DECKED, THREE DECKED VESSEL.
Ditto of Third, Spar, or Awaiting Deck		SPAR, OR AWNING-DECKED VESSEL.
Ditto of Forecastle	19.88	HALF BREADTH (moulded) Feet.
Ditto of Raised Or. Dk. } on Deck	2.5	DEPTH from upper part of Keel to top of Upper Deck Beams
Ditto of Houses		GIRTH of Half Midship Frame (as per Rule)
Ditto of Forecastle	1.39	1st NUMBER
Gross Tonnage	125.36	1st NUMBER, if a THREE-DECKED VESSEL [deduct 7 feet
Less Crew Space	9.52	LENGTH
Less Engine Room	57.14	2nd NUMBER
Register Tonnage as cut on Beam	64.70	PROPORTIONS—Breadths to Length
		Depths to Length—Upper Deck to Keel
		Main Deck ditto

Built at *Campbeltown*
 When built *1879-80* Launched *1st May 1880*
 By whom built *Campbeltown Ship Bldg Co*
 Owners *Messrs. H. Whitwell & Son*
 Port belonging to *Bristol*
 Destined Voyage *Bristol*
 If Surveyed while Building, Afloat, or in Dry Dock. *While Building and afloat.*

Official Number not shown

LENGTH on deck as per Rule	90	BREADTH—Moulded	10	DEPTH top of Floors to Upper Deck Beams	8.6	Power of Engines	30	No. of Decks with flat laid	One
				Do. do. Main Deck Beams				No. of Tiers of Beams	One

Dimensions of Ship per Register, length, *98.3* breadth, *18.1* depth, *8.35*

	Inches in Ship	Inches per Rule	Inches in Ship	Inches per Rule	Inches in Ship	Inches per Rule	Inches in Ship	Inches per Rule
KEEL, depth and thickness	<i>6 x 1 1/2</i>	<i>6 x 1 1/8</i>						
STEM, moulding and thickness	<i>5 1/2 x 1</i>	<i>5 1/2 x 1 1/8</i>						
STERN-POST for Rudder do. do.	<i>5 1/2 x 2 1/4</i>	<i>5 1/2 x 2 1/4</i>						
" " for Propeller	<i>20</i>	<i>20</i>						
Distance of Frames from moulding edge to moulding edge, all fore and aft	<i>20</i>	<i>20</i>						
FRAMES, Angle Iron, for 3/4 length amidships	<i>2 1/2 x 2 1/2</i>	<i>2 1/2 x 2 1/2</i>	<i>5</i>	<i>5</i>				
Do. for 1/2 at each end	<i>2 1/2 x 2 1/2</i>	<i>2 1/2 x 2 1/2</i>	<i>5</i>	<i>5</i>				
REVERSED FRAMES, Angle Iron	<i>2 1/2 x 2 1/2</i>	<i>2 1/2 x 2 1/2</i>	<i>4</i>	<i>4</i>				
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	<i>10 1/2</i>	<i>10 1/4</i>	<i>4</i>	<i>4</i>				
" thickness at the ends of vessel	<i>5 1/2</i>	<i>5 1/4</i>	<i>4</i>	<i>4</i>				
" depth at 3/4 the half-bdth. as per Rule	<i>21</i>	<i>21</i>						
" height extended at the Bilges								
BEAMS, Upper, Spar, or Awning Deck	<i>4 1/2</i>	<i>4 1/2</i>	<i>3</i>	<i>3</i>	<i>6</i>	<i>6</i>		
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron								
Single or double Angle Iron on Upper edge								
Average space	<i>40</i>	<i>40</i>						
BEAMS, Main, or Middle Deck								
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron								
Single, or double Angle Iron, on Upper Edge								
Average space								
BEAMS, Lower Deck, Hold, or Orlop								
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron								
Single or double Angle Iron on Upper Edge								
Average space								
KEELSONS Centre line, single or double plate, box, or intercostal, Plates			<i>4</i>	<i>4</i>				
" Rider Plate								
" Bulb Plate to Intercostal Keelson	<i>6</i>	<i>6</i>	<i>6</i>	<i>6</i>				
" Angle Irons	<i>3</i>	<i>3</i>	<i>6</i>	<i>6</i>				
" Double Angle Iron Side Keelson								
" Side Intercostal Plate			<i>4</i>	<i>4</i>				
" do. Angle Irons								
" Attached to outside plating with angle iron								
BILGE Angle Irons	<i>3</i>	<i>3</i>	<i>6</i>	<i>6</i>				
" do. Bulb Iron								
" do. Intercostal plates riveted to plating for length								
BILGE STRINGER Angle Irons	<i>3</i>	<i>3</i>	<i>6</i>	<i>6</i>				
Intercostal plates riveted to plating for length								
SIDE STRINGER Angle Irons								
Transoms, material. Knight-heads. Hawse Timbers.	<i>Iron</i>							
Windlass	<i>Steam windlass</i>							
Pull Bitt	<i>Iron</i>							

The FRAMES extend in one length from *Keel* to *Gunwale* Riveted through plates with *3/8* in. Rivets, about *5* apart.
 The REVERSED ANGLE IRONS on floors and frames extend *across* middle line to *upper part of bilge* and to *raised quarter deck* alternately
 KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? *yes* And butts properly shifted? *yes*
 PLATING. Garboard, double riveted to Keel, with rivets *7/8* 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 *5/8* in. diameter, averaging *2 5/8* ins. from centre to centre.
 " Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets *5/8* in. diameter averaging *2 7/8* 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 *5/8* in. diameter, averaging *2 5/8* ins. from cr. to cr.
 " Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets *5/8* in. diameter, averaging *2 7/8* 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 *whole* length *amidships*. Butts of Upper or Spar Sheerstrake, treble riveted *✓* length amidships.
 " Butts of Main Stringer Plate, *double* riveted for *whole* length *amidships*. Butts of Upper or Spar Stringer Plate, treble riveted for *✓* length.
 " Breadth of laps of plating in double riveting *4 1/2* Breadth of laps of plating in single riveting *2 1/4*
 Butt Straps of Keelsons, Stringer and Tie Plates, treble, *double* or *single* Riveted?
 Waterway, how secured to Beams *Butter* (Explain by Sketch, if necessary.)
 Beams of the various Decks, how secured to the sides? *By solid welded knees*. No. of Breasthooks, *one* Crutches, *one*.
 What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *Good*
 Manufacturer's name or trade mark, *Johnson & Healy, The Moor Iron Works, Sheffield*
 The above is a correct description.
 Builder's Signature, *Do. Campbeltown Shipbuilding Co.* Surveyor's Signature, *H. S. Nimble*
Donald MacKay Surveyor to Lloyd's Register of British and Foreign Shipping.

1500-537021 IRON693-0057

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.*

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? *In a few cases at the butts only.*

Masts, Bowsprit, Yards, &c., are *of Pine* 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

Rig. Fore and aft Schooner.

PLAN 2MA 19

26786 Jun

N ^o .	SAILS.	CABLES, &c. Chain	Fathoms.	Inches.	Test per Certificate.		Length & Size req'd per Rule.	Test req'd per Rule.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	Wght req'd per Rule.	Test req'd per Rule.
					σ	σ								
			<i>120</i>	<i>4 1/2</i>	<i>8 1/2</i>	<i>12 1/2</i>	<i>120</i>	<i>8 1/2</i>	<i>2 Bowers</i>	<i>1</i>	<i>3" 2" 3"</i>	<i>6" 0" 3" 2"</i>	<i>3" 2" 0"</i>	<i>5" 18" 20"</i>
<i>One full suit and</i>	<i>Fore Sails,</i>	<i>Netherlon 10. H. 21. 4. 80. D. G. Lewis</i>							<i>(State Machine where Tested, Date, & name of Superintendent.)</i>	<i>1</i>	<i>3" 2" 5"</i>	<i>6" 0" 3" 2"</i>		
	<i>Fore Top Sails,</i>													
	<i>Fore Topmast Stay Sails</i>	<i>Hampn Strm Cbl</i>	<i>45</i>	<i>2</i>	<i>3 1/2</i>	<i>6</i>	<i>45-86</i>							
	<i>Main Sails,</i>	<i>Hawser ...</i>	<i>75</i>	<i>6 1/2</i>			<i>45-53</i>		<i>Stream ...</i>	<i>1</i>	<i>1" 0" 1"</i>		<i>0" 3" 0"</i>	
	<i>Main Top Sails,</i>	<i>Towlines ...</i>	<i>90</i>	<i>3 1/2</i>			<i>90-3</i>		<i>Kedges ...</i>	<i>1</i>	<i>0" 3" 0"</i>		<i>0" 2" 0"</i>	
		<i>Warp ...</i>												
		<i>quality good.</i>												

Standing and Running Rigging *wire & Hemp* sufficient in size and *good* in quality. She has *one* Long Boat and

The Windlass is *Steam* which is *Capstan* efficient and Rudder *efficient*. Pumps *efficient*.

Engine Room Skylights.—How constructed? *Teak framing on deep* How secured in ordinary weather? *by bars and flij nuts*

What arrangements for deadlights in bad weather? *Skylight fitted with strong deadlights and bulls eyes.*

Coal Bunker Openings.—How constructed? *iron gland in deck* How are lids secured? *by cheeks.* Height above deck? *flush.*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *One pair of Scuppers and two pairs of freeing ports.*

Cargo Hatchways.—How formed? *By deep iron Comings.*

State size *Main Hatch 15-0 x 9-0* Forehatch *3-4 x 3-6* Quarterhatch

If of extraordinary size, state how framed and secured? *Shipping beam in main hatch and strong fore & after*

What arrangement for shifting beams? *double angles on Comings and screw bolts.*

Hatches, If strong and efficient? *yes.*

Order for Special Survey No.	Date	Order for Ordinary Survey No.	Date	No.	in builder's yard.	DATES of Surveys held while building as per Section 18.	1st.	2nd.	3rd.	4th.	5th.
<i>914</i>	<i>22 Jan'y 1879</i>			<i>5</i>			<i>1st. On the several parts of the frame, when in place, and before the plating was wrought</i>	<i>2nd. On the plating during the process of riveting</i>	<i>3rd. When the beams were in and fastened, and before the decks were laid...</i>	<i>4th. When the ship was complete, and before the plating was finally coated or cemented..</i>	<i>5th. After the ship was launched and equipped.</i>

General Remarks (State quality of workmanship, &c.) *Workmanship thoroughly sound but roughly finished.*

This Screw Steamer has been constructed in accordance with the accompanying tracings & No. 2 submitted and approved please see Secty's Letters 23rd Jan'y and 7th Oct'r 1879.

She has a sunk fore-castle and long raised quarter deck and has been efficiently strengthened at the break.

In way of the raised quarter deck the alternate reverse frames are carried to the raised quarter deck stringer plate.

The fore peak is constructed to carry water ballast and the compartment has been tested & proved tight with a head of water to height of deck. Capacity of peak tank will be forwarded.

One Decked vessel with Raised Q^r deck 36ft in length to post.

State if one, two, or three decked vessel, or if spar, or running decked; and the lengths of poop, fore-castle, or raised quarter deck, and the length of double, or part double bottom.

How are the surfaces preserved from oxidation? Inside *Cemented to upper part of bulge and 3 coats of paint above* Outside *Three coats of paint.*

Can of opinion this Vessel should be Classed *90 A. 1. ✕*

The amount of the Entry Fee ... £ *2: 0: 0* is received by me,

Special ... £ *5: 10: 0* 5th June 1880

Certificate ... £ *0: 0: 0*

(Travelling Expenses, if any, £/11/11/0.) *£ 9: 16: 0*

Committee's Minute

Character assigned

Lloyd's Reg

90 A 1

H. Simth

Surveyor to Lloyd's Register of British and Foreign Shipping.

This vessel appears to be 2078 to be classed 90 A. 1. as recommended



Lloyd's Register Foundation

F.P.T. — Sons

10/6/80