

IRON SHIP. 26786

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*
 Ditto of Third, Spar, or Awaiting Deck *19.88*
 Ditto of Forecastle *2.5*
 Ditto of Houses on Deck *1.39*
 Gross Tonnage *125.36*
 Less Crew Space *9.52*
 Less Engine Room *57.14*
 Register Tonnage as cut on Beam *64.70*

ONE, OR TWO DECKED, THREE DECKED VESSEL.
 SPAR, OR AWNING-DECKED VESSEL.
 HALF BREADTH (moulded) *9.5*
 DEPTH from upper part of Keel to top of Upper Deck Beams *16.16*
 GIRTH of Half Midship Frame (as per Rule) *34.66*
 1st NUMBER *34.66*
 1st NUMBER, if a THREE-DECKED VESSEL [deduct 7 feet]
 LENGTH *98.3*
 2nd NUMBER *115.84*
 PROPORTIONS—Breadths to Length *5.4*
 Depths to Length—Upper Deck to Keel *10.3*
 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.*

LENGTH on deck as per Rule *98.3* Feet. Inches. BREADTH—Moulded... *18.1* Feet. Inches. DEPTH top of Floors to Upper Deck Beams *8.6* Feet. Inches. Do. do. Main Deck Beams... *8.6* Power of Engines *30* Horse. N^o. of Decks with flat laid *One* N^o. 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.
KEEL, depth and thickness	<i>6 x 1 1/8</i>	<i>6 x 1 1/8</i>	PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges	<i>30</i>	<i>6</i>
STEM, moulding and thickness	<i>5 1/2 x 1</i>	<i>5 1/2 x 1 1/8</i>	" of doubling at Bilge, or increased thickness, and length applied	<i>5</i>	<i>5</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>	" fm up. part of Bilge to lr. edge of Sh'rstrake.	<i>5</i>	<i>5</i>
" " for Propeller	<i>20</i>	<i>20</i>	" Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied from Mn. to Up. or Spar Dk. Sh'rstrake.	<i>30</i>	<i>6</i>
Distance of Frames from moulding edge to moulding edge, all fore and aft	<i>2 1/2</i>	<i>2 1/2</i>	" Up. or Spar Dk Sh'rstrake, brdth & thickness	<i>9 1/2 x 7/16</i>	<i>14 1/2 x 9/16</i>
FRAMES, Angle Iron, for 2/3 length amidships	<i>2 1/2</i>	<i>2 1/2</i>	Butt Straps to outside plating, breadth & thickness	<i>8 x 5-6</i>	<i>5 fr. spaces</i>
Do. for 1/3 at each end	<i>2 1/2</i>	<i>2 1/2</i>	Lengths of Plating	<i>13 ft. 4 in.</i>	<i>2 frame spaces</i>
REVERSED FRAMES, Angle Iron	<i>2 1/2</i>	<i>2 1/2</i>	Shifts of Plating, and Stringers	<i>2 frame spaces</i>	<i>2 frame spaces</i>
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	<i>10 1/2</i>	<i>10 1/2</i>	Gunwale Plate on ends of Awaiting, Spar, or Upper Deck Beams, breadth and thickness	<i>22</i>	<i>6</i>
" thickness at the ends of vessel	<i>5 1/2</i>	<i>5 1/2</i>	Angle Iron on ditto	<i>3 x 3 x 6/16</i>	<i>3.3. 6/16</i>
" depth at 2/3 the half-bdth. as per Rule	<i>5 1/2</i>	<i>5 1/2</i>	Tie Plates fore and aft, outside Hatchways	<i>7</i>	<i>6</i>
" height extended at the Bilges	<i>21</i>	<i>21</i>	Diagonal Tie Plates on Beams No. of Pairs,		
BEAMS, Upper, Spar, or Awaiting Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<i>4 1/2</i>	<i>3</i>	Planksheer material and scantling		
Single or double Angle Iron on Upper edge			Waterways do. do.		
Average space	<i>40</i>	<i>40</i>	Flat of Upper Deck do. do.		
BEAMS, Main, or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron			How fastened to Beams	<i>By galv. screws</i>	<i>8/16</i>
Single, or double Angle Iron, on Upper Edge			Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness		
Average space			Is the Stringer Plate attached to the outside plating?		
BEAMS, Lower Deck, Hold, or Orlop Single or d'ble Ang. Iron, Plate or Tee Bulb Iron			Angle Irons on ditto, No.		
Single or double Angle Iron on Upper Edge			Tie Plates, outside Hatchways		
Average space			Diagonal Tie Plates on Beams, No. of pairs		
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates			Waterways materials and scantlings		
" Rider Plate			Flat of Middle Deck do. do.		
" Bulb Plate to Intercoastal Keelson	<i>6</i>	<i>6</i>	How fastened to Beams		
" Angle Irons	<i>3</i>	<i>3</i>	Stringer Plates on ends of Lower Deck, Hold or Orlop Beams		
" Double Angle Iron Side Keelson			Is the Stringer Plate attached to the outside plating?		
" Side Intercoastal Plate			Angle Irons on ditto, No.		
" do. Angle Irons			Stringer or Tie Plates, outside Hatchways		
" Attached to outside plating with angle iron			Flat of Lower Deck		
BILGE Angle Irons	<i>3</i>	<i>3</i>	Ceiling betwixt Decks, thickness and material	<i>1 1/2 White Pine Sparring</i>	
" do. Bulb Iron			" in hold do. do.	<i>2 Red pine</i>	
" do. Intercoastal plates riveted to plating for length			Main piece of Rudder, diameter at head	<i>3</i>	
BILGE STRINGER Angle Irons	<i>3</i>	<i>3</i>	do. at heel	<i>2</i>	
Intercoastal plates riveted to plating for length			Can the Rudder be unshipped afloat?	<i>yes</i>	
SIDE STRINGER Angle Irons			Bulkheads No. <i>3</i> Thickness of	<i>4/16</i>	<i>4/16</i>
Transoms, material. Knight-heads. Hawse Timbers.	<i>Iron</i>		" Height up	<i>As per profile drawing</i>	
Windlass	<i>Steam windlass</i>		" How secured to sides of ship	<i>Between double frames</i>	
Pull Bitt			" Size of Vertical Angle Irons	<i>2 1/2, 3 1/2, 5</i>	<i>and distance apart 30 ins.</i>
			" Are the outside Plates doubled two spaces of Frames in length?	<i>yes</i>	

The FRAMES extend in one length from *Keel* to *Gunwale* Riveted through plates with *7/8* 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* Strake 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 & Keay, The Moor Iron Works, Sheffield*

The above is a correct description.

Builder's Signature, *Do Campbelltown Shipbuilding Co.* Surveyor's Signature, *H. W. W. W.*

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

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.

26786 Lm

NUMBER for EQUIPMENT <i>3436</i>		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.
N ^o .	SAILS.	CABLES, &c.					2 Bowers	1	3" 2" 3"	6" 0" 3" 2"	3" 2" 0"	5" 18" 20"
<i>One full suit and</i>	Fore Sails,	<i>Netherlon 10 H. 21. 4. 80. D. G. Lewis</i>	120	4 1/2	8 1/2 + 12 3/4	120 8 1/2 + 12 3/4						
	Fore Top Sails,											
	Fore Topmast Stay Sails,											
	Main Sails,	<i>Hemp 12 1/2 80</i>	45	2	3 + 6	45 - 8 1/2						
	Main Top Sails,	<i>Hawser ...</i>	75	6 1/2		45 - 5 1/2	Stream ...	1	1" 0" 1"		0" 3" 0"	
		<i>Towlines ...</i>	90	3 1/2		90 - 3	Kedges ...	1	0" 3" 0"		0" 2" 0"	
		<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 fly 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? *Shifting 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. *914*

Date *22 Jan'y 1880*

Order for Ordinary Survey No.

Date *9/1*

No. *5* in builder's yard.

- 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
 - 2nd. On the plating during the process of riveting
 - 3rd. When the beams were in and fastened, and before the decks were laid...
 - 4th. When the ship was complete, and before the plating was finally coated or cemented..
 - 5th. After the ship was launched and equipped

Built under S.S. & Surveyed 1879 Apr 17, May 29, June 11, 1880. Jan'y 28, February 18, March 12, April 6, 20, 21, May 11.

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 &c. Submitted and approved please see Secty's Letters 23rd Jan'y and 7th Oct'r 1879.

She has a sunk forecastle 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 36 ft in length to pooh.

State if one, two, or three decked vessel, or if spar, or running deck; 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 *Cemented to upper part of keels 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, *H. L. Nimble*

Special ... £ *5: 16: 0* 5th June 1880

Certificate ... £ *0: 0: 0*

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

Committee's Minute

Character assigned

Louis M. L.

TRW

F.P.T. —

10/6/80

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

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

Lloyd's Register Foundation