

430

IRON SHIPS.

Rec 7/2/68

No. 978 Survey held at Belfast Date 27 January 1848

on the Iron Masked Schooner Steamer Sea Gull Master John Van Brouck

Tonnage—Gross 573 Engine Room 182 Register 321 Built at Belfast

When built May 1848 By whom built Wells Coats & Young Owners James Hutchensons of

Port belonging to Liverpool Destined Voyage Hull

If Surveyed Afloat or in Dry Dock On the stocks & three times when finished

Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth from Beam to top of Floor	Feet.	Inches.	Length of Engine	Horse No.	Power of Engines
.....	77	4/10	.....	23	3	.....	13	5	.....	120	.....
Distance between Floors amidships		15 1/2				Stem, if bar iron, moulding and thickness			2 1/2 x 5 1/2		
" " " forward and aft		22 1/2				" if plate iron, breadth and thickness			.....	
" " Ribs amidships		15 1/2				Stern-post, if bar iron, moulding and thickness			2 1/2 x 5		
" " " forward and aft		22 1/2				" " if plate iron, breadth and thickness			.....	
Floors, Size of Angle Iron, and No. at bottom of Floor Plate		2 1/2 x 3 1/2				Keel, if bar iron, depth and thickness			2 1/2 x 5		
" depth & thickness of Plate at mid line	18	3/8				" if plate iron, breadth and thickness			.....	
" " " at turn of bilge		3/8				Garboard Plates, thickness			1/2		
" Size of Reversed Angle Iron, and No. at top of Floor Plate	2 1/2	3 1/4				" to bilge			do.	1/2	
Ribs, Size of Angle Iron, single or double	2 1/2	3 1/2	Single			Bilge			do.	7/16	
" Reversed Iron, if to every frame or every frame	2 1/2	3 1/4	Some short spaces to every frame, part frames timbered to frame			" to Wales			do. 2 Strakes above bilge	3/8	
Beams, Deck (N ^o) double or single	2 1/2	3 1/4	a beam to every other frame			Wales			No Wales		
" Angle Iron		3/8				Topsides			best Staffordshire	5/16	
" depth & thickness of Plate amidships	6	3/8				Sheer-strakes			do.	5/16	
" double or single Angle Iron, on lower edge		3/8				Planksheers			Red Pine	5	
" average space between	3	6				Gunwale Plate or Stringer			Angle iron	2 1/2 x 3 1/2	
" if wood (N ^o) sided & moulded						Waterway			Red Pine	5 x 7	
" Hold, (N ^o) double or single	3 1/4	3 1/4	in fore hold double			Deck			Yellow Pine	3	
" Angle Iron		3/8	in after hold part double			Ceiling in flat			Elm	3	
" depth & thickness of Plate amidships	6	3/8				Bilge Planks inside			No bilge plank		
" double or single Angle Iron, on lower edge		3/8				Ceiling from Bilge to Clamps			Red Pine	1 1/2	one plank 9 in space
" average space between						Hold Beam Clamps			Iron plate in both ends	13	
" if wood (N ^o) sided & moulded						" Shelf			From stem to stern post		
" Paddle, wood, sided and moulded or if Iron, size of Plate	13	16	3/8 amidships			" Stringers			Angle iron	3 1/2 x 3 1/2	in
" Engine	13	16	do.			Ceiling between Decks			Red Pine	1 1/2	
Keelson, wood, sided & moulded, iron, size of plate, if Box, give sketch & dimensions	3	3	a piece of angle iron			Stringers			Angle Iron	3 1/2 x 3 1/2	at top frame in
" Side or Bilge	3	3	two bolts in every floor			Deck Beam Clamps			Red Pine	1 1/2	
" Number						Shelf					
Transoms, material						Stringers in Hold					
Knight-heads						Deck, Lower			Yellow Pine	2 1/2	
Hawse Timbers											

The ribs extend in one length from Keel to the Covering boards rivetted through plates with (1 in.) rivets, about (6 in.) apart.

The reverse angle irons on the floors extend in one length across the middle line from Bilge to Bilges

Keelson, if wood, length of scarp if iron, how are the various lengths connected? with a piece of plate iron

Plates, Garboard, double or single rivetted to keel, with rivets (1 in.) diameter, averaging (2 in.) from centre to centre of rivet.

" edges from Garboards to turn of bilge, worked carvel with a lining piece (in.) thick, or clencher, double or single rivetted; rivets (1 in.) diameter, averaging (2 ins.) from centre to centre of rivets.

" butts from Garboards to turn of bilge, worked carvel with a lining piece (in.) thick, double or single rivetted; rivets (1 in.) diameter, averaging (2 ins.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? Yes

" edges from bilge to wales, worked carvel with a lining piece (in.) thick, or clencher, double or single rivetted; rivets (3/4 in.) diameter, averaging (2 ins.) from centre to centre of rivets.

" butts from bilge to wales, worked carvel with a lining piece (3/8) thick, double or single rivetted; rivets (3/4 in.) diameter, averaging (2 in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? Yes

edges of wales and to planksheers, worked carvel with a lining piece (in.) thick, or clencher, double or single rivetted; rivets (in.) diameter, averaging (2 ins.) from centre to centre of rivets. all the same from above the bilge to covering boards

Planksheer, how secured to the plating of the sides { Explain by a sketch, } a piece of angle iron rivetted to the

Waterway " " planksheer and to the beams { if necessary. } sides, a plate 18 in rivetted to angle iron

Side trussing breadth and thickness of plates how secured { } down through the beams, the gunwales

Deck trussing " " " " { } waterways bolted down to beams & pl.

Deck Beams, how secured to the side they run from side to side, rivetted to frame & piece of plate rivetted

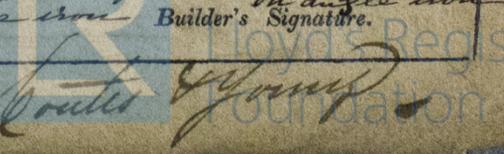
Hold " " " " { } to frame & along beams for the staves

Paddle " " " " { } the same as deck

No. of breasthooks 3 crutches 1 off how are pointers compensated? The breast hook is a piece of angle iron turned

What description of iron is used for the angle iron and bar iron in the vessel? best Staffordshire iron Builder's Signature.

Iron 430A-0017



170 *Long*

Workmanship. Are the lands or laps of the clench work in all cases sufficiently wide to take the rivets and support the strain on them? *Yes*
 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*
 Do the fillings between the ribs and plates fill in all solid with sliver pieces, or are they in short lengths? *Short lengths of plates*
 Do the holes for rivetting plate to lining piece, or plate to plate, &c. answer well to each other? *yes* and are the rivet holes well and sufficiently counter sunk in the outer plate? *Yes*
 Are there any rivets which either break into or have been put through the seams or butts of the plating? *None*
 Was the plating caulked internally in the wake of the frames or ribs? *Yes*

Her Masts, Yards, &c. are in *Good* condition, and sufficient in size and length. *yes*

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N ^o .	Fathoms.		Inches.	N ^o .	
/	Fore Sails,	200	Chain	3	Bower, 15.3.4.14.3.11 & 14.0.5
/	Fore Top Sails,	95	Hempen Stream Cable	1	Stream, 4.0.16
/	Fore Topmast Stay Sails,	95	Hawser	1	Kedge, 2.2.8
/	Main Sails,	95	Towlines		
	Main Top Sails,	95	Warp		
	and Square Sail	95	All of <i>Good</i> quality.		

Her Standing and Running Rigging *is New* sufficient in size and *Good* in quality.

She has *one life boat* Long Boat and *2, one 18 ft 6 in beam, one 22 ft 5 in beam*

The present state of the Windlass is *Good* Capstan *Good* and Rudder *Good* Pumps *Good*

GENERAL REMARKS.

Statement and date of repairs; extent of corrosion (if any) both internally and externally; and condition of rivets.

A vessel was put upon frames, a piece of iron rivetted on the hull of the angle at all clench built from the keel to above the turn of the beams, the plate laps from the turn of the beams outside, the plates from the keel to above the beams 18 to 23 inches in breadth with 1 1/2 in of a landing off the breadth, the upper plates from 22 to 30 inches with 3/4 of a landing, has got five Nelsons in the engine room below, there is a plate of iron and fore staff under the Nelsons rivetted to the side on the floor, from that to the upper beams the ceiling 1 1/2 in red pine broad having a 9 in space between each plank, the ceiling is affixed to a piece of timber that is rivetted up the frames, the stanchion paddle and paddle box are English oak timbers, the paddle boxes are red pine with a piece of double iron and inside from paddle beams to paddle box & two bolts in each plank, the roof is 2 ft 10 high, 53 ft long, the outside of the poop 1/4 in iron; with four tight bulk heads the rudder is made with strong iron is all walled together with iron plate rivetted in each side, rudder case sheet iron, fore castle deck from the stem to the windlass, Patent Purchase on the windlass, has got a full figure head, her middle Nelson is double angle iron with two rivets in each end, enclosed is a sketch of her paddle beams & a certificate of engine, iron stanchion to her upper & lower deck beams, is a very handsome model as fast, is very well finished & fitted out with every thing of the best quality & fore pump with leather hose, which will reach from the pump to each end

In what manner are the surfaces preserved from oxidation? *Carboid original Anti Corrosive Paint 3 Coats of Paint after this was put on*

I am of opinion this Vessel should be Classed *AT*

The Amount of the Fee.....£ 4 : 0 : 0 is received by me, *George McKibbin Surveyor*

Special£ : :

Certificate (if required)£ : :

Committee's Minute *8th Feb 1848*

Character assigned *A 1 Built of Iron*

