

430

IRON SHIPS.

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 182 ¹¹⁶/₁₉₂₄ Register 321 ²³²⁹/₁₃₅₀₀ Built at Belfast
When built May 1848 By whom built Messrs Coats & Young Owners James Hutchinson & Co
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 Power	No.
.....	<u>71</u>	<u>4</u> / ₁₀	.....	<u>23</u>	<u>3</u>	.....	<u>13</u>	<u>5</u>	<u>33</u>	<u>120</u>	<u>2</u>

	Feet.	Inches.	Sketch, when necessary.		Inches.	8ths.	Sketch, when necessary.
Distance between Floors amidships	.....	<u>15</u> / ₂		Stem, if bar iron, moulding and thickness	<u>2</u> / ₂	<u>5</u> / ₂	
" " " forward and aft	.....	<u>22</u> / ₂		" if plate iron, breadth and thickness	.....	
" " Ribs amidships	.....	<u>15</u> / ₂		Stern-post, if bar iron, moulding and thickness	<u>2</u> / ₂	<u>5</u> / ₂	
" " " forward and aft	.....	<u>22</u> / ₂		" " if plate iron, breadth and thickness	.....	
Floors, Size of Angle Iron, and No. at bottom of Floor Plate	.....	<u>2</u> / ₂	<u>3</u> / ₂	Keel, if bar iron, depth and thickness	<u>2</u> / ₂	<u>5</u> / ₂	
" depth & thickness of Plate at mid line	<u>18</u>	<u>3</u> / ₈		" if plate iron, breadth and thickness	.....	
" " " at turn of bilge	.....	<u>3</u> / ₈		Garboard Plates, thickness	<u>1</u> / ₂		
" Size of Reversed Angle Iron, and No. at top of Floor Plate	<u>2</u> / ₂	<u>3</u> / ₄		" to bilge	<u>1</u> / ₂		
Ribs, Size of Angle Iron, single or double	<u>2</u> / ₂	<u>3</u> / ₂	<u>Single</u>	Bilge	<u>1</u> / ₂		
" " Reversed Iron, if to every frame or every frame	<u>2</u> / ₂	<u>3</u> / ₄	<u>Some short frames to every frame, part frames timbered to frame</u>	" to Wales	<u>1</u> / ₂		
Beams, Deck (N°) double or single	<u>2</u> / ₂	<u>3</u> / ₄	<u>a beam to every other frame</u>	Wales	<u>1</u> / ₂		
" Angle Iron	<u>6</u>	<u>3</u> / ₈		Topsides	<u>1</u> / ₂		
" depth & thickness of Plate amidships	<u>6</u>	<u>3</u> / ₈		Sheer-strakes	<u>1</u> / ₂		
" double or single Angle Iron, on lower edge	<u>3</u>	<u>6</u>		Planksheers	<u>5</u>		
" average space between	<u>3</u>	<u>6</u>		Gunwale Plate or Stringer	<u>2</u> / ₂	<u>5</u> / ₂	
" if wood (N°) sided & moulded	<u>3</u>	<u>6</u>		Waterway	<u>5</u> / ₂		
" Hold (N°) double or single	<u>3</u> / ₄	<u>3</u> / ₄	<u>in fore hold double in after hold part double</u>	Deck	<u>3</u>		
" Angle Iron	<u>6</u>	<u>3</u> / ₈		Ceiling in flat	<u>3</u>		
" depth & thickness of Plate amidships	<u>6</u>	<u>3</u> / ₈		Bilge Planks inside	<u>1</u> / ₂		
" double or single Angle Iron, on lower edge	<u>6</u>	<u>3</u> / ₈		Ceiling from Bilge to Clamps	<u>1</u> / ₂		
" average space between	<u>6</u>	<u>3</u> / ₈		Hold Beam Clamps	<u>1</u> / ₂		
" if wood (N°) sided & moulded	<u>6</u>	<u>3</u> / ₈		" Shelf	<u>1</u> / ₂		
" Paddle, wood, sided and moulded or if Iron, size of Plate	<u>13</u>	<u>16</u>	<u>3</u> / ₈	" Stringers	<u>1</u> / ₂		
" Engine	<u>13</u>	<u>16</u>	<u>0</u> / ₂	Ceiling between Decks	<u>1</u> / ₂		
Keelson, wood, sided & moulded, iron, size of plate, if Box, give sketch & dimensions	<u>3</u>	<u>3</u>	<u>a piece of angle iron two bolts in every floor</u>	Stringers	<u>1</u> / ₂		
" Side or Bilge	<u>3</u>	<u>3</u>		Deck Beam Clamps	<u>1</u> / ₂		
" Number	<u>3</u>	<u>3</u>		" Shelf	<u>1</u> / ₂		
Transoms, material	<u>Iron</u>			Stringers in Hold	<u>1</u> / ₂		
Knight-heads	<u>all Iron</u>			Deck, Lower	<u>2</u> / ₂		
Hawse Timbers	<u>do</u>			Deck, Upper	<u>2</u> / ₂		

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 Bilge bolted on the ribs

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 ins.) diameter, averaging (2 ins.) from centre to centre of rivet.

" edges from Garboards to turn of bilge, worked carvel with a lining piece (1 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 (1/₂ 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 (1/₂ 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 in.) thick, double or single rivetted; rivets (3/₄ 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 of wales and to planksheers, worked carvel with a lining piece (1/₂ in.) thick, or clencher, double or single rivetted; rivets (1 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 & planks

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

Hold " the same as deck to frame & along beams for the staves

Paddle " Four pieces angle iron with plates between the upper plate runs over each side beam

No. of breasthooks 3 crutches 1 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	1 1/4	3	Bower,	15.3.4.14.3.11+14.0.5
/	Fore Top Sails,	95	Hempen Stream Cable	9	1	Stream,	4.0.16
/	Fore Topmast Stay Sails,	95	Hawser	6	1	Kedge,	2.2.8
/	Main Sails,	95	Towlines	5 1/2			
	Main Top Sails,	95	Warp	4			
	and Square Sail	95	All of <i>Good</i> quality.	3 1/2			

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 butts of the angle and all clench built from the keel to above the turn of the bilges, the plate laps from the turn of the bilges outside, the plates from the keel to above the bilges 8 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 1/4 of a landing, has got five Heddons in the Engine Room below, there is a plate of iron in fore aft under the Heddons rivetted to the below, fore aft has only three Heddons, the bottom plank runs from side to 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 runs & paddle box ends are English oak timbers, the paddle boxes are red pine with a piece of double iron runs inside from paddle beams to paddle box & two bolts in each plank, the poop is 2 ft 10 high, 53 ft long, the outside of the poop 1/4 in iron; with four tight bulk heads the ladder is made with strong iron is all welded together in iron plate rivetted in each side, ladder case sheet iron, fore castle deck in the stern to the windlass, Patent Purchase on the windlass, has got a Good figure head, her middle Heddons is double angle iron with two rivets in each, enclosed is a sketch of her paddle beams & a certificate of Engine, iron stanchions to her upper & lower deck beams, is a very handsome model as fast, is very well furnished & fitted out with every thing of the best quality & fore pumps with leather hose, which will reach from the pumps to each end

In what manner are the surfaces preserved from oxidation? *Carboid Original Anti Corrosive Paint 43 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 McKinnon Surveyor*

Special£ : :

Certificate (if required)£ : :

Committee's Minute *8th Feb* 1848

Character assigned *A 1 Built of iron*



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