

# IRON SHIPS.

Recd 26/10/49

held at Port Glasgow Date 16<sup>th</sup> August 1849

propelled Steamer "Collier" Master Rev. Alexander

Age 116 <sup>32</sup>/<sub>100</sub> Built at Port Glasgow When built January 1849

whom built John Reid & Co Owners

it belonging to Greenock Destined Voyage Clyde to Rotterdam.

Surveyed Afloat or in Dry Dock in dry dock

78 Long Tons

Length aloft ..... 95 Feet. inches. Extreme Breadth Amidships 20 Feet. inches. Depth of Hold ..... 10 Feet. inches.

## Scantlings.

Distance of Ribs amidships ..... 2 feet  
Ditto ditto forward and aft ..... 2 feet  
Floors, Size of Angle Iron ..... 3 by 3  
Ditto Plate ..... 12 " <sup>5</sup>/<sub>16</sub>  
Ribs, Size of Angle Iron ..... 3 " 3  
Deck Beams, (Double or Single Angle Iron ..... 4 " 2  
N°. .. Plate .....  
Hold Beams, (Double or Single Angle Iron .....  
.. Plate .....  
Beams .....  
Kelson, Iron or Wood Iron box form 12 inches square 14 plates

## Thickness of Plating, &c.

Outside.		Inside.	
	Inches.		Inches.
Keel to Bilge	<u>1 1/2</u>	Bilge Planks	<u>2 1/2</u>
Bilge	<u>3/8</u>	Ceiling in Flat	<u>2 1/2</u>
Bilge to Wales	<u>5/16</u>	Ditto Bilge to Clamp	<u>1 1/2</u>
Wales	<u>5/16</u>	Hold Beam Clamps	<u>1 1/2</u>
Topsides	<u>5/16</u>	Deck Beam Clamps	<u>1 1/2</u>
Sheerstrakes	<u>5/16</u>	Ceiling 'tween Decks	<u>1 1/2</u>
Planksheers	<u>5/16</u>	Hold Beam Shelves	<u>5/16</u>
Waterways	<u>5/16</u>	Deck Beam Shelves <u>Plate iron 14 in. broad</u>	<u>5/16</u>
Upper Deck	<u>5/16</u>	Lower Deck	<u>5/16</u>
		Ditto Waterways	<u>4 1/2</u>

Power of Engines 40 Horse power.

**Framing.**—The Space between the Floors in this Vessel is 21 Inches. The Space between the Ribs above the Bilge is 21 Inches.

The Stem, Stern Post, are composed of Iron of a forged bar 5 x 2 1/2 inches (Describe how formed.)

The Transoms, Knight Heads, Hawse Timbers, of — and are — free from all defects.

The Floors are composed of Angle and Plate Iron, Plate, 12 inches deep, and angle iron 3 x 3 x 3/8 in thick (Describe by sketch.)

The Ribs of Angle Iron and extend in one from the gunwale to keel and are rivetted through the bottom plates with a 3/4 inch rivet every nine inches. Single angle iron (Describe whether the Angle Iron is double or single.)

The Main Kelson is composed of Iron box form 12 inches by 12 inches, and secured to the Floors with a 3/4 inch with bolt through every — Floor.

(If wood Kelson, state the length of the Scarphs, and what other Kelsons or Engine Sleepers, their number, size, arrangement, and material.)

Iron Kelsons and Engine Sleepers.

**Plating Outside.**—From the Keel to the Bilge 1/2 inch at the edges, single rivetted, with five rivets of 3/4 inch diameter in each foot in length. The Butts of the Plates are under water, lapped, and flush above (Describe whether edges & butts are lapped or flush, & whether double or single rivetted.)

From the Bilge to the Light Water Mark 3/8 inch at the Edges, single rivetted, with five rivets of 5/8 inch diameter in each foot in length. The Butts of the Plates are flush and double rivetted

From the Light Water Mark to the Wales, 5/16 inch at the Edges, single rivetted, with five rivets of 5/8 inch diameter in each foot in length. The Butts of the Plates are flush and double rivetted.

The Wales are of 5/16 inch at the Edges, double rivetted with five rivets of 5/8 inch diameter in each foot in length. The Butts of the Plates are flush and double rivetted

The Topsides are of Iron as above The Sheer-strakes are of Iron as above

Plank-sheers are of Red pine secured to the Plating of the Side with angle iron 3 x 3 x 3/8 rivetted to the gunwale strakes, as sketched below. (Describe either in words or by a sketch the mode of connexion.)

The Waterways are of Red pine and secured 8 screw bolts 12 inches apart, 4 wooden screws between 4 inches apart. (Describe the mode of securing them to the Beams, &c.)

Decks are of Yellow pine Secured to the Beams by screw bolts 3/8 inch.

State of the Decks Good

**Planking Inside.**—Flat of Ceiling is composed of Yellow pine Bilge Planks of elm 2 1/2 in.

Ceiling from Bilge to Hold Beams Yellow pine Between Decks of —

Shelf Pieces of flat plate iron 14 in x 5 in. and secured to the Frame and Outside Plating by as described in sketch.

Clamps of — and secured to the Frame and Plating by —

**Fastenings.**—To Hold Beams —

Deck Beams Iron, on every frame Paddle Beams —

Number of Breasthooks the iron plate forming shelf piece, wrought round the bow, overlapped and rivetted, forming upper breasthook, & the fore headends of deck, secured thereto, with iron screw bolts & wooden screws.

Pointers — Crutches —

The quality or description of Iron used for Ribs Glasgow best Iron

Ditto ditto Plating Glasgow best Iron

General Quality of Workmanship Good (Describe in words or by sketches the different fastenings)

We certify that the preceding is a correct description of the above-named Vessel,

Builder's Name

Surveyor's Name

James A. Smith

Iron 430A-0059



Masts, Yards, &c. are in good condition, and sufficient in size and length.

She has SAILS.

CABLES, &c.

209 ANCHORS

N <sup>o</sup> .	Fathoms.	Inches.	N <sup>o</sup> .
Fore Sails,	120	Chain ..... $5\frac{1}{2}$ 41	2 Bower, <i>Cable 9 1/2 1/2</i>
Fore Top Sails,	80	Hempen Stream Cable ..... $6\frac{1}{2}$	1 Stream, <i>7 " 1 " 14</i>
Fore Topmast Stay Sails,	90	Hawser ..... $5\frac{1}{2}$	1 Kedge, <i>6 " 0 " 7</i>
Main Sails,	60	Towlines ..... $4\frac{1}{2}$	
Main Top Sails,		Warp ..... $4\frac{1}{2}$	
and <u>complete suit of new Sails</u>		All of <u>good</u> quality.	

Her Standing and Running Rigging found to be sufficient in size and good in quality.

She has a Long Boat and Solly boat

The present state of the Windlass is good Capstan double Winch and Rudder good  
*with Patent Purchase* Good

### General Remarks—Statement and Date of Repairs.

Laid on in August, 1848 and launched January 1849. Surveyed in dry dock present after having been on shore. Lower part of Stem heated and set fair. Cur. tar up, and new iron floor, and frame, put in forward. One whole plate, and a half p. tom renewed. Six more plates in bottom taken off, fired, and beat out, replaced. Some other plates fired and beat out, and a great many rivets to bottom plates re. and butts of plates caulked. Ceiling laid down, and renewed where required. Eng. disconnected and made good. Engineer's certificate herewith. She is now in good condition, & the workmanship good.

I am of opinion this Vessel should be Classed "A1"

The Amount of the Fee.....£ 2 : " : " is received by me, John R. Gammie

Special .....£ 2 : 2 : "

Certificate (if required) .....£ " : " : "

Committee's Minute 30<sup>th</sup> Oct 1849

Character assigned A1

Built of Iron  
M. C. 49 L.D.



© 2019

Lloyd's Register  
Foundation