

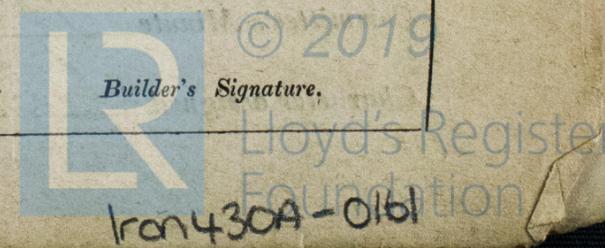
IRON SHIPS.

Rec 15/9/57

No. 514 Survey held at Dumbarton Date 5th September 1851
 on the Warrior Schooner Master J. P. Brennan
 Tonnage—Gross 585¹⁰/₁₀₀ Engine Rooms 188 Register 397¹⁰/₁₀₀ Built at Dumbarton
 When built 1851 By whom built Alexander Young & Brothers Owners J. P. Brennan & Co.
 Port belonging to Liverpool Destined Voyage Liverpool & Mediterranean
 If Surveyed Afloat or in Dry Dock Building and Afloat

Length aloft	Feet. Inches.	Breadth	Feet. Inches.	Depth from Beam to top of Floor	Feet. Inches.	Power of Engines	Horse No.
.....	<u>112 8/10</u>	<u>25 7/10</u>		<u>15 1/4</u>	<u>130</u>
Distance between Floors amidships	<u>1 3</u>			Stem, <u>8</u> bar iron, moulding and thickness	<u>8 x 3</u>		
" " " forward and aft	<u>1 3</u>			" if plate iron, breadth and thickness	"		
" " Ribs amidships	<u>1 3</u>			Stern-posts, <u>8</u> bar iron, moulding and thickness	<u>8 x 3 1/2</u> <u>4 inches</u>		
" " " forward and aft	<u>1 3</u>			" if plate iron, breadth and thickness	"		
Floors, Size of Angle Iron, and No. at bottom of Floor Plate	<u>30</u>	<u>7/16</u>	<u>9</u>	Keel, <u>8</u> bar iron, depth and thickness	<u>8 x 2 3/4</u>		
" depth & thickness of Plate at mid line	<u>4 1/2</u>			" if plate iron, breadth and thickness	"		
" " " at turn of bilge	<u>3 1/2</u>	<u>2 1/2</u>	<u>3/8</u>	Garboard Plates, thickness	<u>1/2</u> <u>Best Staffordshire</u>		
" Size of Reversed Angle Iron, and at top of Floor Plate	<u>4</u>	<u>3 1/2</u>	<u>7/16</u>	" to bilge	<u>1/2</u>		
Ribs, Size of Angle Iron, single or Reversed Iron, to every alternate frame	<u>3 1/2</u>	<u>2 1/2</u>	<u>7/16</u>	Bilge	<u>1/2</u>		
Beams, Deck (N ^o .) double or single Angle Iron	<u>6</u>	<u>3</u>	<u>3/8</u>	" to Wales	<u>1/2</u>		
" depth & thickness of Plate amidships	<u>6</u>	<u>3</u>	<u>3/8</u>	Wales	<u>1/2</u>		
" double or single Angle Iron, on lower edge	<u>3 1/2</u>	<u>2 1/2</u>	<u>7/16</u>	Topsides	<u>1/2</u>		
" average space between	<u>3 1/2</u>	<u>9 1/2</u>	<u>2 1/2</u>	Sheer-strakes	<u>1/2</u>		
" if wood (N ^o .) sided & moulded				Planksheers			
" Hold (N ^o .) double or single Angle Iron, on lower edge	<u>6</u>	<u>3</u>	<u>3/8</u>	Gunwale Plate or Stringer	<u>Plate Iron</u>	<u>21 x 1/2</u>	
" average space between	<u>6</u>	<u>3</u>	<u>3/8</u>	Waterway	<u>Pitch Pine</u>	<u>12 x 8</u>	
" if wood (N ^o .) sided & moulded				Deck	<u>Yellow Pine</u>	<u>3</u>	
" Paddle, wood, sided and moulded or if Iron, size of Plate	<u>6</u>	<u>3</u>	<u>3/8</u>	Ceiling in flat	<u>Red Oak</u>	<u>2 1/2</u>	
" Engine				Bilge Planks inside	<u>Red Pine</u>	<u>2 1/2</u>	
Keelson, wood, sided & moulded, iron, size of plate, & Box, give sketch & dimensions	<u>36</u>	<u>1 1/2</u>	<u>Plate</u>	Ceiling from Bilge to Clamps	<u>do do</u>	<u>2 1/2</u>	
" Side or Bilge				Head Beam Clamps			
" Number				" Shelf			

Transoms, material none, in what manner compensated for by Angle Iron
 Knight-heads English Oak are they free from defects?
 Hawse Timbers English Oak
 The Ribs extend in one length of 26 feet shifted from 3 to 4 feet rivetted through plates with (3/4 in.) rivets, about (6 1/2) apart.
 The reverse angle irons on the floors extend in one length across the middle line from to the 5 feet Water Line
 " " " on the ribs " " " from across the middle line to the Hold Beams Alternately
 Keelson, if wood length of scarp if iron, how are the various lengths connected? Shifted
 Plates, Garboard, double or single rivetted to keel, with rivets (13/16 in.) diameter, averaging (2 1/2 in.) from centre to centre of rivet.
 " edges from Garboards to turn of bilge, worked carvel with a lining piece (1/2 in.) thick, or clencher, double or single rivetted; rivets (13/16 in.) diameter, averaging (2 1/2 in.) from centre to centre of rivets.
 " butts from Garboards to turn of bilge, worked carvel with a lining piece (5/8) thick, double or single rivetted; rivets (13/16 in.) diameter, averaging (2 1/2 in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below?
 " edges from bilge to wales, worked carvel with a lining piece (1/2 in.) thick, or clencher, double or single rivetted; rivets (13/16 in.) diameter, averaging (2 1/2 in.) from centre to centre of rivets.
 " butts from bilge to wales, worked carvel with a lining piece (9/16) thick, double or single rivetted; rivets (13/16 in.) diameter, averaging (2 1/2 in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below?
 " edges of wales and to planksheers, worked carvel with a lining piece (1/2 in.) thick, or clencher, double or single rivetted; rivets (13/16 in.) diameter, averaging (2 1/2 in.) from centre to centre of rivets.
 Planksheer, how secured to the plating of the sides { Explain by a sketch, } Rivetted to Stringer Plates
 Waterway " " planksheer and to the beams { if necessary. }
 Side trussing breadth and thickness of plates how secured
 Deck trussing
 Deck Beams, how secured to the side Rivetted to the Ribs with 3 Rivets at each End & to the Stringer with 12 Rivets
 Hold " " to Ribs and Stringer
 Paddle " "
 No. of breasthooks crutches how are pointers compensated? Angle Iron
 What description of iron is used for the angle iron and bar iron in the vessel? Best Staffordshire



284 Iron

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*
 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? *✓*
 Was the plating caulked internally in the wake of the frames or ribs? *Not Caulked internally*

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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.			
N ^o .		Fathoms.		Inches.	N ^o .	Cuts, grs. lb.	Cuts, grs. lb.	Cuts, grs. lb.
2	Fore Sails,	200	Chain	1 1/4	3	17.1.13	16.0.8	14.0.2
2	Fore Top Sails,	60	<i>Moving</i> Hempen Stream Cable	1 1/2	1	6.1.7		
2	Fore Topmast Stay Sails,	90	Hawser	6 1/2	1	3.1.24		
1	Main Sails,	✓	Towlines	✓				
1	Main Top Sails,	90	Warp	4 1/2				
	and <i>All other Sails</i>		All of <u>Good</u> quality.					

Her Standing and Running Rigging Complete sufficient in size and Good in quality.

She has One 21 feet Long Boat and One 27 feet Life Boat and One 23 feet Cig

The present state of the Windlass is Good ^{Winch} Good and Rudder Good Pumps Four

GENERAL REMARKS.

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

Five Watertight Bulkheads and Doors in the Engine Room between the Engines and Boilers
Fitted with a Patent Screw Propeller and full Rigged as a Barque
Certificate of the Proof Chain of the Chain Cable produced
Inspected by me several times during the progress of Building
This is a well finished strong Built Vessel

In what manner are the surfaces preserved from oxidation? Red Lead and Linseed Oil Paint

I am of opinion this Vessel should be Classed A. 1.

The Amount of the Fee.....£ 5 : : : is received by me,

Special£ : : : :

Certificate (if required)£ : : 10 : :

Committee's Minute 10th Sept 1847

Character assigned A. 1. Built of Iron *M. P. 51*

Please forward the Certificate of Classification to Messrs. Robertson & Watson

W. Robertson

© 2019

Lloyd's Register Foundation