

349

not named & not yet registered IRON SHIPS.

Rev 25/3/49

2118

No. 2118 Survey held at Hull Date September 21 1849
on the Barque "Eclipse" Master
Tonnage—Gross Engine Room Register 329 26/84 Built at Hull
When built 1849 By whom built Gibsons & Clifford 345 8/10 Owners Gibsons & Clifford
Port belonging to Hull Destined Voyage Hull to Liverpool
If Surveyed Afloat or in Dry Dock especially while building

Length aloft	Feet. Inches.	Extreme Breadth....	Feet. Inches.	Depth from Beam to top of Floor.....	Feet. Inches.	Power of Engines.....	Horse. No.
Length aloft	116	Extreme Breadth....	24 10	Depth from Beam to top of Floor.....	X	Power of Engines.....	
Distance between Floors amidships.....	1 6	Sketch, when necessary.		Stem, if bar iron, moulding and thickness	5 7/4	3 sides	main stem
,, forward and aft	1 6			,, if plate iron, breadth and thickness			
,, Ribs amidships	1 6			Stern-post, if bar iron, moulding and thickness	2	2 sides	
,, forward and aft	1 6			,, if plate iron, breadth and thickness			
Floors, Size of Angle Iron, and No. at Floor Plate	2 1/4 2 1/4 1/4	Inches. Inches. 8ths.		Keel, if bar iron, depth and thickness.....	4 1/2	2	bottom
,, depth & thickness of Plate at mid line..	— 15 1/4			,, if plate iron, breadth and thickness			
,, at turn of bilge	—			Garboard Plates, thickness	9/16	8/16	out water
Size of Reversed Angle Iron, and No. at top of Floor Plate..	2 1/4 2 1/4 1/4			Description of Iron.	7/16	7/16	spar or stem
Ribs, Size of Angle Iron, single or double....	3 1/2 2 1/2 5/16			,, to bilge	3/8	5/16	stanchion
,, Reversed Iron, to every frame	—			Bilge to 6 ft. water to Wales 3/8 thin	5/16	5/16	
,, every frame	2 1/4 2 1/4 1/4			,, to Wales			
Beams, Deck (No. 29) double Angle Iron	—			Wales	5/16	5/16	
Angle Iron	—			Topsides	5/16	5/16	
,, depth & thickness of Plate amidships	— 7 3/8			Sheer-strakes	3/8	3/8	gunwale
,, double or single Angle Iron, on lower edge	1 3/4 1 1/2 1/4			Plankshears	Eng oak	3 1/2	beam
,, average space between	3 9			Gunwale Plate or Stringer	Iron	10	3/8
,, if wood (No.) sided & moulded	—			Waterway	Eng oak	3 1/2	water
Hold, (No. 19) double single Angle Iron	— 8 1/2			Deck	Yellow pine	3	
,, depth & thickness of Plate amidships	—			Ceiling in flat	Spruce deals	3	
,, double or single Angle Iron, on lower edge	1 3/4 1 1/2 1/4			Bilge Planks inside	Baltic fir	2	
,, average space between	5 1			Ceiling from Bilge to Clamps	To 6 ft. up	2	
,, if wood (No.) sided & moulded	—			Hold Beam Clamps			
Paddle, wood, sided and moulded or if Iron, size of Plate	—			,, Shelf			
Engine	—			,, Stringers	angle iron	6	3 1/2
Keelson, wood, sided & moulded, iron, size of plate, if Box, give sketch & dimensions	4 4 11/16 2 3/8 thick			Ceiling between Decks			
Side or Bilge	4 3 1/2			Stringers			
Number	Five			Deck Beam Clamps			
Transoms, material or, if none, in what manner compensated for.				,, Shelf			
Knight-heads	English oak			Stringers in Hold			
Hawse Timbers	ditto			Deck, Lower	2 1/2		

continuation of the hold to beam stringers well riveted
are they free from defects? Yes
The Ribs extend in one length from 3/6 side of hull to 14 ft. oppo. side riveted through plates with (3/4 in.) rivets, about (9) apart.
The reverse angle irons on the floors extend in one length across the middle line to 6 ft. water line then to second full heads & gunwale alternately
on the ribs ——— up ——— to second full heads & gunwale alternately
Keelson, if wood, length of scarph if iron, how are the various lengths connected? Butts are well scarphed
Plates, Garboard, double single riveted to keel, with rivets (7/8 ins.) diameter, averaging (2 1/4 in.) from centre to centre of rivet.
edges from Garboards to turn of bilge, worked carvel with a lining piece () thick, or clench, double or single riveted; rivets (3/4 in.) diameter, averaging (2 1/4 ins.) from centre to centre of rivets.
butts from Garboards to turn of bilge, worked carvel with a lining piece (7/8 thick, double single riveted; rivets (3/4 in.) diameter, averaging (2 1/4 ins.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the stake below? Yes
edges from bilge to wales, worked carvel with a lining piece () thick, or clench, double or single riveted; rivets (3/4 in.) diameter, averaging (2 1/4 ins.) from centre to centre of rivets. Double riveted to light water mark then singled riveted above
butts from bilge to wales, worked carvel with a lining piece (5/16 thick, double or single riveted; rivets (5/8 in.) diameter, averaging (2 1/4 in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the stake below? Yes
edges of wales and to plankshears, worked carvel with a lining piece () thick, or clench, double or single riveted; rivets (11/16 in.) diameter, averaging (2 1/4 ins.) from centre to centre of rivets.

Planksheer, how secured to the plating of the sides Explain by a sketch, by screws bolts and nuts also
Waterway, planksheer and to the beams if necessary. in and out bolts thru' plates

Side trussing breadth and thickness of plates how secured to angle irons riveted to side of Ribs. To

Deck trussing 4x3/8 fore and aft on main deck each side also two diagonally on quarter deck

Deck Beams, how secured to the side by plates as knees 15 in. ea. are 3 rivets in the Rib & 3 in the Beam

Hold, 80 80 80

Paddle

No. of breasthooks 7 crutches 6 how are pointers compensated? by good angle iron & large plates on the round deck after beams

What description of iron is used for the angle iron and bar iron in the vessel? Morley Crosby Best Builder's Signature.

IRON 4304-0230

347 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 fay 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? **silver pieces made solid**
 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? **no** **yes**

Are there any rivets which either break into or have been put through the seams or butts of the plating? **no** **inside the plating**
 Was the plating caulked internally in the wake of the frames or ribs? **calked outside** **Clench work**
X **all the workmanship and materials are of the very best qualities in every respect**

Her Masts, Yards, &c. are in good condition, and sufficient in size and length.	
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N. Plate	She has SAILS.
	Fore Sails,
	Fore Top Sails,
	Fore Topmast Stay Sails,
	Main Sails,
	Main Top Sails,
	and all complete
	Her Standing and Running Rigging is sufficient in size and good in quality.
	She has one Long Boat and two other Boats
	The present state of the Windlass is good Capstan good and Rudder good Pumps good

CABLES, &c.

Fathoms.	Inches.	N°.
200	1 3/16	3
100	6	1
100	4	1
	Towlines	
	Warp	
	All of good quality.	

ANCHORS, and their weights.

Bower	13. 12. 3. 231
Stream	12. 0. 22
Kedge	4. 0. 17
	1. 3. 25

**60 fathoms
chain Hawser
13 1/16**

X **The diagonal Bars on the sides
are riveted to the under side
of the walkway or gunwale plate &
it extends six feet down to the stern
and nearly up to the deck
Weight of Steel plate 9 t.**

GENERAL REMARKS.

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

Quarter deck **leads with sail.** **Ceck** **gun** **plates** **sheers** **of pitch pine** **the gunwale**
plate **of the main deck** **is carried** **all round** **at after end**, **all riveted across** **for**
the after ends of main deck, **so is the gunwale plating** **of quarter deck** **carried**
all round the sides, **front part of quarter deck**, **also all round inside the stern**
plates; **also large plate** **for the saddle**, **and a large plate** **diagonally from the under**
side of the deck plate, **riveted to the midship stern angle rib**, **adding great**
strength abeam, **there are also knees** **on the corners** **riveted to the ribs**, **and**
the angle iron at gunwale **is continued** **all in one** **through** **the main deck & quarter**
deck **quite across** **the stern** **where it** **made stronger**. **also the hole Beam strake**
is carried up **and along** **so it joined** **the transom** **at all** **end** **together**
and well riveted, **large plates** **of iron 2.10 per cent** **are fitted** **for upper hook**
and a hole cut **each side** **for the knight heads** **to fit this**, **there is also a large angle**
hook **in the first deck**, **plate 7/16 with 3/4 gauge iron 4x4** **securing knight**
heads & laure timber fast, **also the front part of the quarter deck** **is well**
fastened **with angle iron stanchions**, **3 vertically** **and 3 diagonally** **each side**
in all 9 well riveted **to each other**, **to upper deck & quarter deck Beam** **&**
also to the ribs. **The windlass**, **cheeks**, **most parts** **& bottoms** **of hatches** **are**
all well secured **by knee plates** **and well riveted** **in every way**—
The upper and hold Beams **are all well and securely stanchioned** **and 2 angle**
irons are fitted **for and off** **on the hold Beams**, **and fitted in between** **all soles**
forming a platform. **This upde** **is of good form**, **and every thing** **that the**
Builders **considered** **would be an improvement** **and add strength** **have**
been done **and all in the very best manner** **possible** **in every respect**

In what manner are the surfaces preserved from oxidation? **well coated with red lead & afterwards outside**
had two coats of Blundells anti corrosive paint

I am of opinion this Vessel should be Clasped **A1**

The Amount of the Fee £ 16 : 9 : 0 is received by me.

Special £ 4 : 0 : 0

20. 19. 0

Certificate (if required) £ 4 : 10 : -

Committee's Minute 25 Sept 1849

Character assigned **A1**

Build of Iron **D**

