

IRON SHIPS.

No. 1 Survey held at London Date March 27th to Aug 27th 1855
 on the Screw Barge "Celt" Master Henry Clint
 Tonnage Gross 550 ⁷²/₁₀₀ Engine Room 123 ⁹⁰/₁₀₀ Register 426 ⁵²/₁₀₀ Built at London
 When Built 1833 By whom built M^r Chas Lunghy Owners Union Screw Colling
 Port belonging to Southampton Destined Voyage Black Sea Company
 If Surveyed Afloat or in Dry Dock while building in Commercial Dock Yard

| Length aloft | Feet. | Inches. | Extreme Breadth | Feet. | Inches. | Depth from Beam to top of Floor | Feet. | Inches. | Power of Engines | Horse No. |
|---|---------|---------|-----------------|---------|-------------------------|---|---|-------------|-------------------------|-----------|
| | 176 | 0 | | 26 | 0 | | 16 | 8 | | 85 |
| Distance between Floors amidships | Feet. | Inches. | Feet. | Inches. | Sketch, when necessary. | Stem, if bar iron, moulding and thickness | Inches. | 8ths. | Sketch, when necessary. | |
| " " " forward and aft | 16 | 15 | " " | 18 | | " if plate iron, breadth and thickness | 5 | 2 | | |
| " " Ribs amidships | 15 | 18 | " " | 15 | | Stern-post, if bar iron, moulding and thickness | 9 | 3 1/2 | | |
| " " " forward and aft | 18 | 18 | " " | 18 | | " " if plate iron, breadth and thickness | 9 | 3 1/2 | | |
| Floors, Size of Angle Iron, and No. <u>one</u> at bottom of Floor Plate | Inches. | Inches. | 8ths. | | | Keel, if bar iron, depth and thickness | 8 3/4 | 1 7/8 | | |
| " depth & thickness of Plate at mid line | 2 1/2 | 3 | 5/8 | | | " if plate iron, breadth and thickness | 8 3/4 | 1 7/8 | | |
| " " " at turn of bilge | 10 | 3 | 5/8 | | | Garboard Plates, thickness | 3/4 | | | |
| " Size of Reversed Angle Iron, and No. <u>one</u> at top of Floor Plate | 2 1/2 | 3 | 5/8 | | | " to bilge | 1/2 | | | |
| Ribs, Size of Angle Iron, single or <u>double</u> | 2 1/2 | 3 | 5/8 | | | Bilge | 1/2 | | | |
| " " Reversed iron, if <u>to every frame</u> or every <u>other</u> frame | 2 1/2 | 3 | 5/8 | | | " to Wales | 1/2 | | | |
| Beams, Deck (N ^o . <u>67</u>) double or <u>single</u> Angle Iron | 2 | 2 | 5/8 | | | Wales | 1/2 | | | |
| " " depth & thickness of plate amidships | 6 | 3 | 5/8 | | | Topsides | 3/8 | | | |
| " " double or single Angle Iron, on lower edge | None | | | | | Sheerstrakes | 1/2 | | | |
| " " average space between | 2 1/2 | 3 | 0 | | | Planksheers | 6 | 13 3/4 | | |
| " " if wood (N ^o .) sided & moulded | 2 1/2 | 3 | 0 | | | Gunwale Plate or Stringer | 15 | 3/8 | | |
| " Hold, (N ^o . <u>30</u>) double or <u>single</u> Angle Iron | 3 | 3 | 3/8 | | | Waterway | 4 | | | |
| " " depth & thickness of plate amidships | 7 | 3 | 5/8 | | | Deck | Yellow pine | 3 1/2 | | |
| " " double or single Angle Iron, on lower edge | None | | | | | Ceiling in flat | Same as pine | 2 | | |
| " " average space between | 2 1/2 | 3 | 0 | | | Bilge Planks inside | " " | 2 | | |
| " " if wood (N ^o .) sided & moulded | 2 1/2 | 3 | 0 | | | Ceiling from Bilge to Clamps | " " | 2 | | |
| " Paddle, wood, sided and moulded or if Iron, size of Plate | | | | | | Hold Beam Clamps | | | | |
| " Engine | | | | | | " " Shelf | | | | |
| Keelson, <u>wood, sided & moulded</u> , iron, size of plate, if Box, give sketch & dimensions | 16 | 1/2 | | | | " " Stringers | Iron 15 x 1/2 with 3 x 3 single Ang ^r Iron | | | |
| " Side or Bilge | 8 | 3/8 | | | | Ceiling between Decks | None | | | |
| " Number <u>one</u> | | | | | | Stringers | None | | | |
| | | | | | | Deck Beam Clamps | Iron | 16 | 1/2 | 9/8 |
| | | | | | | " " Shelf | | | | |
| | | | | | | Stringers in Hold | Ang ^r Iron back to back | 3 x 3 x 3/8 | | |
| | | | | | | Deck, Lower | None | | | |

Transoms, material Iron or, if none, in what manner compensated for.

Knight-heads " English Cast } are they free from defects? Yes
 Hawse Timbers " English Cast }

The Ribs extend in one length from keel to Gunwale rivetted through plates with (3/4 in.) rivets, about (6) apart.

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

" " " on the ribs " " " from Middle line to Gunwale

Keelson, if wood, length of scarph if iron, how are the various lengths connected? with double Angle Iron top and bottom and the butts double rivetted.

Plates, Garboard, double or single rivetted to keel, with rivets (1 ins.) diameter averaging (3 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 clench, double or single rivetted; rivets (3/4 in.) diameter, averaging (2 1/2 ins.) from centre to centre of rivets.

" butts from Garboards to turn of bilge, worked carvel with a lining piece (1/2) thick, double or single rivetted; rivets (3/4 in.) diameter, averaging (2 1/2 ins.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? No

" edges from bilge to wales, worked carvel with a lining piece (1/2) thick, or clench, double or single rivetted; rivets (3/4 in.) diameter, averaging (2 1/2 ins.) from centre to centre of rivets.

" butts from bilge to wales, worked carvel with a lining piece (1/2) thick, double or single rivetted; rivets (3/4 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? No

" edges of wales and to planksheers, worked carvel with a lining piece (1/2) thick, or clench, double or single rivetted; rivets (3/4 in.) diameter averaging (2 1/2 ins.) from centre to centre of rivets.

Planksheer, how secured to the plating of the sides { Explain by sketch, }
 Waterway " " planksheer and to the Beams { if necessary. }

Side trussing breadth and thickness of plates how secured

Deck trussing Diagonally placed plates, secured on the beams 6 x 5/8

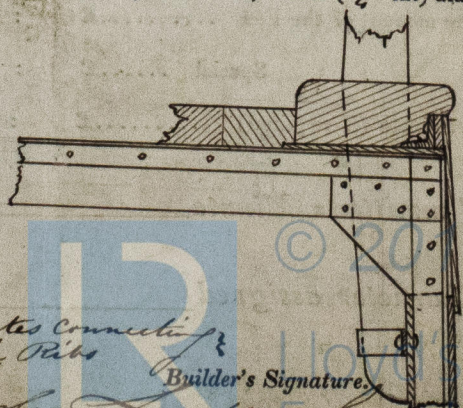
Deck Beams, how secured to the side see sketch

Hold " " as deck

Paddle " "

No. of breasthooks two crutches two how are pointers compensated? by duplicate plates connecting the hull with ribs

What description of iron is used for the angle iron and bar iron in the vessel?



908 Iron
Workmanship. Are the lands or laps of the clenchwork 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? *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 countersunk 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? *No*
 Was the plating caulked internally in the wake of the frames or ribs? *No*

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 . | |
| 2 | Fore Sails, | 240 | Chain | 1 7/8 | 3 | Bower, 1-14" 0" 25" } <i>Trotman</i> |
| 1 | Fore Top Sails, | 90 | Hemp -Stream Cable | 7/8 | 1 | Stream, 1-7" 1" 0" |
| 3 | Fore Topmast Stay Sails, | 110 | Hawser | 7 1/2 | 1 | Kedge, 1-2" 0" 24" |
| 2 | Main Sails, | 110 | Towlines | 5 1/2 | | |
| | Main Top Sails, | One | Warp | 5 | | |
| and | | | All of <i>Good</i> quality. | | | |

Her Standing and Running Rigging *Galvanized wire* sufficient in size and *Good* in quality.

She has *One* Long Boat and *3 others*

The present state of the Windlass is *Good* Capstans *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.

This vessel was commenced previous to the promulgation of the Rules for building Iron Ships. She has four water tight compartments secured to double frames at the sides and supported by vertical Angle Iron 3x3 placed 2.6 apart from Centre to Centre. The plating of the bulkheads is 7/16 and 3/8 thick. She has a deck house about 36 feet long with a curved top the framing of which is of angle Iron 4x3 spaced about 3.0 apart, and scarps down the frame 3/6. It will be observed that her ribs are smaller than prescribed by the Rules, but that her midship room and space is an inch less than required.

She has been built under special survey. Many alterations and additions, suggested by us, have been made with a hope of having her classed 12 A. her deck beams are well strengthened with diagonal and longitudinal plates; a strong clamp has been introduced fore and aft under the upper deck beams 16 by 1/2. She is very well built. We respectfully beg to submit and recommend her claims to the Committee for the class sought.

In what manner are the surfaces preserved from oxidation?

Red Lead, the inside extending from the bilges downwards coated with Bailey's Composition.

I am of opinion this Vessel should be classed *12 A. 1.*

The amount of the Fee£ 5 : - : - is received by me,

Special£ 27 : 11 : - } Paid 23/11/55

Certificate (if required)£ - : - : -

Committee's Minute *23rd October 1855*

Character assigned *A 1 for 12 Years*

L. H. G. R. 13/10/50

Committee of Iron
G. H. L. R.



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