

IRON SHIPS.

154 Survey held at Belfast Date 3rd November 1855

Screw Ship Kherson Master Wm Mc Mahon

Gross 1319-45 Engine Room 198 Register 1120-78 Built at Belfast

Built 1855 By whom built Robt Nichol & Co Owners Alexander & Co

belonging to Liverpool Destined Voyage Glasgow

Surveyed Afloat or in Dry Dock Plans Building

Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth from Beam to top of Floor	Feet.	Inches.	Power of Engines	Horse. No.
.....	246	10	38	0	23	—
Distance between Floors amidships	1	6				Stem, $\frac{1}{2}$ bar iron, moulding and thickness	12	3	at head	
" " " forward and aft	1	6				" if plate iron, breadth and thickness	14	3	at head	
" " Ribs amidships	1	6				Stern-post, $\frac{1}{2}$ bar iron, moulding and thickness	12	3	at head	
" " " forward and aft	1	6				" " if plate iron, breadth and thickness	14	3	at head	
Floors, Size of Angle Iron, and No. at	6	3	8	5	5x3x2	Keel, if bar iron, depth and thickness				
bottom of Floor Plate	31	—	8			" if plate iron, breadth and thickness				
" depth & thickness of Plate at mid line	6	2				Garboard Plates, thickness	14	16		
" " " " at turn of bilge	4	3	4	8	5x3x2	" to bilge	14	16	at bilge	
" Size of Reversed Angle Iron, and No. at top of Floor Plate	6	3	8	5	5x3x2	Bilge	8			
Ribs, Size of Angle Iron, single or double	4	3	4	8	5x3x2	" to Wales	8			
" " Reversed Iron, if to every frame or every alternate frame	3	3	4	8		Wales	8			
Beams, Deck (N ^o) double or single	9	—	8			Topsides	8			
Angle Iron on top edge	3	3	4	8		Sheer-strakes	3	4		
" " depth & thickness of Plate amidships	3	3	4	8		Planksheers				
" " double or single Angle Iron, on lower edge	3	3	4	8		Gunwale Plate or Stringer	32	5	8	at head
" " average space between	3	3	4	8		Waterway	7			
" " if wood (N ^o) sided & moulded	4	6	forward & aft			Deck	4			
" Hold, (N ^o) double or single	3	3	4	8		Ceiling in flat	2	1	3	inches
Angle Iron	3	3	4	8		Bilge Planks inside	3			
" " depth & thickness of Plate amidships	9	—	8			Ceiling from Bilge to Clamps	3			5 inches apart
" " double or single Angle Iron, on lower edge	3	3	4	8		Hold Beam Clamps				
" " average space between	3	3	4	8		" " Shelf				
" " if wood (N ^o) sided & moulded	4	6	forward & aft			" " Stringers	32	5	8	inches apart
" Paddle, wood, sided and moulded or if Iron, size of Plate	3	3	4	8		Ceiling between Decks	9	1	3	inches
" Engine	3	3	4	8		Stringers				
Keelson, wood, sided & moulded, iron, size of plate, if Box, give sketch & dimensions	3	3	4	8		Deck Beam Clamps				
" Side or Bilge	3	3	4	8		" " Shelf				
" Number	3	3	4	8		Stringers in Hold				
						Deck, Lower	Yellow Pine	3		

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

Knight-heads none

Hawse Timbers none

are they free from defects?

The Ribs extend in one length from Keel to 1/2 floor

rivetted through plates with ($\frac{3}{4}$ in.) rivets, about (6×7) apart.

The reverse angle irons on the floors extend in one length across the middle line from to upper deck to on each alternate frame & from keel

" " " on the ribs " " from to above upper turn of bilge

Keelson, if wood, length of scarf if iron, how are the various lengths connected? plates over keels double rivetted

Plates, Garboard, double or single rivetted to keel, with rivets ($\frac{1}{4}$ ins.) diameter averaging ($3\frac{3}{4}$ in.) from centre to centre of rivet.

" edges from Garboards to turn of bilge, worked carvel with a lining piece (— in.) thick, or clencher, double or single rivetted; rivets ($\frac{1}{8}$ in.) diameter, averaging ($2\frac{5}{8}$ ins.) from centre to centre of rivets.

" butts from Garboards to turn of bilge, worked carvel with a lining piece (Δ) thick, double or single rivetted; rivets ($\frac{1}{8}$ in.) diameter, averaging ($2\frac{5}{8}$ ins.) 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 () thick, or clencher, double or single rivetted; rivets ($\frac{1}{8}$ in.) diameter, averaging ($2\frac{5}{8}$ ins.) from centre to centre of rivets.

" butts from bilge to wales, worked carvel with a lining piece (Δ) thick, double or single rivetted; rivets (in.) diameter, averaging (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 () thick, or clencher, double or single rivetted; rivets ($\frac{1}{8}$ in.) diameter, averaging ($2\frac{5}{8}$ ins.) from centre to centre of rivets. Sheer strakes double rivetted

Planksheer, how secured to the plating of the sides

Explain by a sketch,

Waterway " " planksheer and to the beams { if necessary. }

Side trussing none breadth and thickness of plates how secured

Deck trussing 6 x 1/2 running forward & aft each side hatches on upper deck only

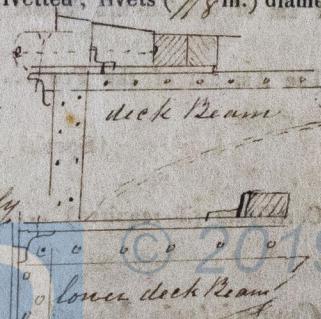
Deck Beams, how secured to the side

old " "

addle " "

o. of breasthooks no crutches no how are pointers compensated?

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



Builder's Signature.

1207 Iron

but some plates have the corners broken out for the most part yes

Workmanship. Are the lands or laps of the clenchwork in all cases sufficiently wide to take the rivets and support the strain on them?

Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies?

Do the fillings between the ribs and plates fill in all solid with sliver pieces, or are they in short lengths *some in 3 thicknesses & short lengths*

Do the holes for rivetting plate to lining piece, or plate to plate, &c., answer well to each other? *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? *some*

Was the plating caulked internally in the wake of the frames or ribs?

* *The generality of the holes are fair but many holes fastening the plates to the ribs are not fair*

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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.		
N ^o .		Fathoms.		Inches.	N ^o .		
	Fore Sails,	300	Chain	2 3/8	3	Bower Patent	Cwt qrs lbs
	Fore Top Sails,	90	Hempen Stream Cable	2 3/8	1	Stream, D ^r	41 " - 6
	Fore Topmast Stay Sails,	90	Hawser <i>Manilla</i>	12 1/2	1	Kedge, D ^r	41 " - 23
	Main Sails,	90	Towlines <i>Hemp</i>	9 1/2			31 " - 3
	Main Top Sails,	90	Warp	6 1/2			5 " - 3
	and a full suit of sails		All of _____ quality.				

Her Standing and Running Rigging _____ sufficient in size and _____ in quality.

She has *one* Long Boat and *one Jolly Boat & Life Boat*
 The present state of the Windlass is *good with* Capstan *good* and Rudder *good* Pumps *two Cast Metal*

GENERAL REMARKS.

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

This Vessel was built without any obligation on the part of the Builders to Class according to Lloyd's. Consequently her scantling and general arrangement of fastenings are not in accordance with the Rules. The Bilge Keelsons only continued 80 ft midships in the box form and of the dimensions shown in the sketch thence forward to Bulkhead N^o 1 it is a double angle Iron N rivetted on the top of the reverse Iron and there discontinued without being carried further, aft the Bilge Keelson is carried 28 ft past Bulkhead N^o 3 wanting 22 ft of reaching N^o 4 it then commences again at N^o 4 and is carried to N^o 5 a double 6 x 3 x 5/8 rivetted back to back and to the reverse Bars. Her Sister Keelsons only consist of a flat 14 x 5/8 rivetted on the top of 4 floors to the reverse angle Irons. These strake of plates on Starboard side have a shift of butts of 14 1/2 to 18 inches. The remainder have the usual shift of about 3 ft. The Sternpost was originally intended for a sailing vessel but was altered to suit a screw. The imperfect fastenings alluded to in my letter of the 24th April 1855 removed and made good. The Rudder does not unship. She has 5 Bulkheads 4 of which run up to the Main deck & three to the lower deck none of which are in accordance with the Rules but they are not finished, and the vessel has been towed to Glasgow to get her Engine & Boilers in and to get rigged & the balance of the work finished.

In what manner are the surfaces preserved from oxidation? *With two Coats of Paint*

I am of opinion this Vessel should be Classed _____

The Amount of the Fee.....£ 5 : 4 ^{not} is received by me, *Mer Linton*

has Special£ 28 : *Recd Linton 31 Oct 56*

Certificate (if required)£ : :

Committee's Minute *21st Nov^r* 1856

Character assigned *Δ 1st BUILT OF IRON*



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