

IRON SHIPS.

No. 3794 Survey held at Glenock Date 30th July 1857
on the Screw Steamer "Black Boy" Master _____

Tonnage Gross 66³/₄ Oct 1854 Engine Room 21³/₄ Register 45⁰⁰/₁₀₀ Built at Glenock

When Built 10th July 1857 By whom built John Scott & Sons Owners Carter & Harvey

Port belonging to London Destined Voyage Glade Coast

If Surveyed Afloat or in Dry Dock While building

Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth from Beam to top of Floor	Feet.	Inches.	Power of Engines	Horse No.
81 ⁵ / ₈			15			7 ⁵ / ₈			15	Two Engines
Distance between Floors amidships	Feet.	Inches.	Feet.	Inches.	Feet.	Inches.	Feet.	Inches.	Inches.	10ths
" " " forward and aft	1	6	1	6	1	6	1	6	1	6
" " Ribs amidships	1	6	1	6	1	6	1	6	1	6
" " " forward and aft	1	6	1	6	1	6	1	6	1	6
Floors, Size of Angle Iron, and No. <u>single</u> at bottom of Floor Plate	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂
" depth & thickness of Plate at mid line	9 ¹ / ₂	4 ¹ / ₈	8	5 ¹ / ₈						
" <u>tapering to lower part</u> , <u>at turn</u> of bilge										
" Size of Reversed Angle Iron, and No. <u>single</u> at top of Floor Plate	2	2	4 ¹ / ₈	2	2	4 ¹ / ₈				
Ribs, Size of Angle Iron, single <u>double</u>	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂
" " Reversed Iron, <u>to every frame</u>	2	2	4 ¹ / ₈	2	2	4 ¹ / ₈				
" <u>or every frame</u>										
Beams, Deck (N ^o .) double or single	3 ¹ / ₂	3 ¹ / ₂								
" Angle Iron	3 ¹ / ₂	3 ¹ / ₂								
" " depth & thickness of plate amidships										
" " double or single Angle Iron, on lower edge										
" " average space between	Three feet									
" " if wood (N ^o .) sided & moulded										
" Hold, (N ^o .) double or single										
" Angle Iron										
" " depth & thickness of plate amidships										
" " double or single Angle Iron, on lower edge										
" " average space between										
" " if wood (N ^o .) sided & moulded										
" Paddle, wood, sided and moulded or if Iron, size of Plate										
" Engine										
Keelson, <u>wood sided & moulded</u> , iron, size of plate, <u>Double Angle Iron on each side</u>	11 ¹ / ₂	4 ¹ / ₈	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂
" <u>Side or Bilge</u>	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂
" Number										
Stem, if bar iron, moulding and thickness	5 ¹ / ₂ x 1 ¹ / ₂		5 ¹ / ₂ x 1 ¹ / ₂							
" if plate iron, breadth and thickness										
Stern-post, if bar iron, moulding and thickness	5 ¹ / ₂ x 3	Quarter	5 ¹ / ₂ x 3							
" if plate iron, breadth and thickness	5 ¹ / ₂ x 3 ¹ / ₂	Inner	5 ¹ / ₂ x 3							
Keel, if bar iron, depth and thickness	5 ¹ / ₂ x 1 ¹ / ₂		5 ¹ / ₂ x 1 ¹ / ₂							
" if plate iron, breadth and thickness										
Garboard Plates, thickness										
" to bilge										
Bilge										
" to Wales										
Wales										
Topsides										
Sheerstrakes										
Planksheers										
Gunwale Plate or Stringer	Iron plate	12 x 4 ¹ / ₈								
Waterway	with angle	3 x 2 ¹ / ₂ x 5 ¹ / ₈								
Deck	Pitch Pine	12 x 5 ¹ / ₈								
Ceiling in flat	Yellow Pine	2 ¹ / ₂								
Bilge Planks inside	Pitch Pine & Larch	1 ¹ / ₂								
Ceiling from Bilge to Clamps	"	1 ¹ / ₂								
Hold Beam Clamps	Spruce	1 ¹ / ₂								
" Shelf										
" Stringers										
Ceiling between Decks										
Stringers										
Deck Beam Clamps	Plate	10 x 4 ¹ / ₈								
" Shelf										
Stringers in Hold	Saw Planks									
Deck, Lower										

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

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

Bulkheads, N^o. Five Thickness of 4¹/₈

The Ribs extend in one length from Keel to Gunwale rivetted through plates with (5 in.) rivets, about (6 ins) apart.

The reverse angle irons on the floors extend in one length across the middle line from Upper part of bilge to bilge on each frame alternately
" " " on the ribs " " " from to

Keelson, if wood, length of each Double Angle if iron, how are the various lengths connected? Well shifted and rivetted together

Plates, Garboard, double or single rivetted to keel, with rivets (5 ins.) diameter averaging (2¹/₂ 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 (5 in.) diameter, averaging (2¹/₂ ins.) from centre to centre of rivets.

" butts from Garboards to turn of bilge, worked carvel with a lining piece (5 in) thick, double or single rivetted; rivets (5 in.) diameter, averaging (2¹/₂ ins.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? Yes

" edges from bilge to wales, worked carvel with a lining piece (in) thick, or clencher, double or single rivetted; rivets (5 in.) diameter, averaging (2¹/₂ ins.) from centre to centre of rivets.

" butts from bilge to wales, worked carvel with a lining piece (5 in) thick, double or single rivetted; rivets (5 in.) diameter, averaging (2¹/₂ in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? Yes

" edges of wales and to planksheers, worked carvel with a lining piece (in) thick, or clencher, double or single rivetted; rivets (5 in.) diameter averaging (2¹/₂ 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 By plates all forward aft 7 x 1/2 inch on each side of hatchways

Deck Beams, how secured to the side By knees welded to Beams 12 1/2 inches below upper side

Hold " "

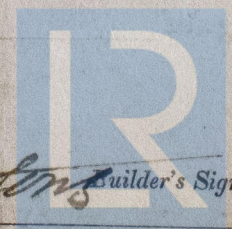
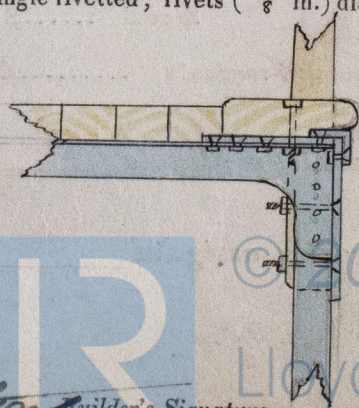
Paddle " "

No. of breasthooks Three crutches One how are pointers compensated?

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

Scott's Iron

John Scott & Sons Builder's Signature



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Lloyd's Register
Foundation

IRON 435-0011

1432 Ton

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? *Some*
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 .	Weight.
	Fore Sails,	Chain	110 7/8		
	Fore Top Sails,	Hempen Stream Cable	50 3 1/2	2	4.1.27 4.1.9
	Fore Topmast Stay Sails,	Hawser	50 2 1/2	1	1.3.14
	Main Sails,	Towlines			
	Main Top Sails,	Warp			
	and a suit of sails	All of <i>Good</i> quality.			

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

She has *One* Long Boat and *Two double Winches*
The present state of the *Winches are Good* Capstan and Rudder *Good* Pumps *Two lead, Good*

General Remarks, Statement and Date of Repairs, extent of corrosion (if any) both internally and externally, and condition of rivets.

DATES of Surveys held while building, as per Section 17. {
1st. On the several parts of the frame, when in place, and before the plating was wrought
2nd. On the plating during the progress of rivetting
3rd. When the beams were in and fastened, and before the decks were laid
4th. When the ship was complete, and before the plating was finally coated
5th. After the ship was launched
} *Specially Surveyed*

Laid on in February, and launched 10th July 1857. Specially surveyed in accordance with Secretary's instructions dated 4th March 1857. She has Five watertight Bulkheads 4 inch thick, including double Bulkheads amidships 3 inches apart, rivetted with 5 inch rivets 3 1/2 inches apart, trussed with Angle Iron 2 x 2 x 1/4 inch, rivetted with 5 inch rivets about 11 inches apart. Decks Beam Stringer plate cuts off at raised Quarter Deck, and continued aft. Clamp plate extends from end to end. Bilge Angle Iron Keelson, from fore Bulkhead forward, and from coal bunker aft, single Angle Iron, remainder double Angle Iron. Middle line Keelson in Engine and Boiler space consists of Iron plate on flat 10 1/2 x 7 1/2 inch, rivetted to deformed Angle Iron on frames, and by Angle Iron to wash plates. Upper Deck fastened by bolts with nut and screw put through from upper side. Frames are heavy, and reversed Angle Iron on frames, and plating equal to that prescribed by the Rules for 100 Tons. Workmanship good. Ground tackle complete and of the best description. Testing Certificate of Chain Cable, and Engineer's Certificate herewith.

*The frames being heavy, reversed Angle Iron on frames, and plating being equal to that prescribed for a vessel of 100 Tons; we are of opinion she may be classed *Q A 1*.*

In what manner are the surfaces preserved from oxidation? *By three coats of Red lead inside and outside, and one coat of Peacock's composition on bottom.*

We are
I am of opinion this Vessel should be classed *Q A 1*

The amount of the Fee£ 1 : " : " is received by me,

Special£ 3 : 7 : "

Certificate (if required)£ " : " : "

Committee's Minute *4th August 1857*

Character assigned *Q A 1*

John P. Cummins
Thos. Conigdon

She appears eligible for
the class recommended
and
Lloyd's Register
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