

Requisition No. 152
Secretary's Instructions
dated 4th March 1857

IRON SHIPS.

No. 3794 Survey held at Greenock Date 30th July 1857

on the Screw Steamer "Black Boy" Master _____

Tonnage Gross 66^{3/4} Oct 1854 Engine Room 21^{3/4} Register 45⁰⁰ Built at Greenock

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

Port belonging to London Destined Voyage Glide 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.
	Feet.	Inches.		Feet.	Inches.		Feet.	Inches.		
81 ^{7/8}			15			7 ^{9/16}			15	Two Engines
Distance between Floors amidships	1	6		1	6					
" " " forward and aft	1	6		1	6					
" " Ribs amidships	1	6		1	6					
" " " forward and aft	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}	5/8	2 ^{1/2}	2	5/8				
" depth & thickness of Plate at mid line	9 ^{1/2}		1/8	8		5/8				
" <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	1/8	2	2	1/8				
Ribs, Size of Angle Iron, <u>single</u> or <u>double</u>	2 ^{1/2}	2 ^{1/2}	5/8	2 ^{1/2}	2	5/8				
" " Reversed Iron, <u>N</u> to every frame or <u>every</u> frame	2	2	1/8	2	2	1/8				
Beams, Deck (N ^o .) double or single	3 ^{1/2}									
" Angle Iron	3 ^{1/2}									
" " depth & thickness of plate amidships										
" " double or single Angle Iron, on lower edge										
" " average space between										
" " 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</u> sided & moulded; iron, size of plate, <u>Double Angle Iron on upper side</u>	11 ^{1/2}		1/8	2 ^{1/2}	2	5/8				
" <u>Side</u> or Bilge	2 ^{1/2}	2 ^{1/2}	5/8	2 ^{1/2}	2	5/8				
" Number										
Stem, if bar iron, moulding and thickness	5 ^{1/2}	1 ^{1/2}		5 ^{1/2}	1 ^{1/2}					
" if plate iron, breadth and thickness										
Stern-post, if bar iron, moulding and thickness	5 ^{1/2}	3		5 ^{1/2}	3					
" if plate iron, breadth and thickness	5 ^{1/2}	3 ^{1/2}		5 ^{1/2}	3					
Keel, if bar iron, depth and thickness	5 ^{1/2}	1 ^{1/2}		5 ^{1/2}	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										
Waterway										
Deck										
Ceiling in flat										
Bilge Planks inside										
Ceiling from Bilge to Clamps										
Hold Beam Clamps										
" Shelf										
" Stringers										
Ceiling between Decks										
Stringers										
Deck Beam Clamps										
" Shelf										
Stringers in Hold										
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 1/2 1/2

The Ribs extend in one length from Keel to Gunwale rivetted through plates with (5/8 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 to

Keelson, if wood, length of scamp 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 (5/8 ins.) 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 (5/8 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 (5/8 in.) thick, double or single rivetted; rivets (5/8 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 strake below? Yes

" edges from bilge to wales, worked carvel with a lining piece (1/2 in.) thick, or clencher, double or single rivetted; rivets (5/8 in.) diameter, averaging (2 1/2 ins.) from centre to centre of rivets.

" butts from bilge to wales, worked carvel with a lining piece (5/8 in.) thick, double or single rivetted; 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 strake below? Yes

" edges of wales and to planksheers, worked carvel with a lining piece (1/2 in.) thick, or clencher, double or single rivetted; rivets (5/8 in.) diameter averaging (2 1/4 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 1/2 inches on each side of hatchways

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

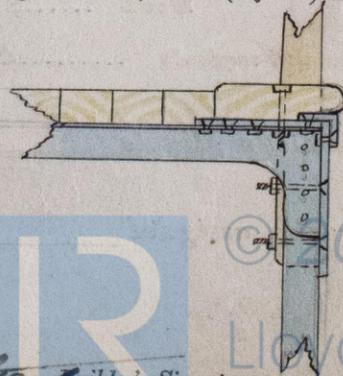
Hold " "

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? Scottish Iron

John Scott & Sons Builder's Signature



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Lloyd's Register Foundation

IRON 435 - 0011

1432 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? *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.	
No.		Fathoms.	Inches.	No.	Weight.
	Fore Sails,	Chain	110 7/8	Bower,	2 4.1.27 4.1.9
	Fore Top Sails,	Hempen Stream Cable	50 3 1/2	Stream,	1 1.3.14
	Fore Topmast Stay Sails,	Hawser	50 2 1/2		
	Main Sails,	Towlines			
	Main Top Sails,	Warp			
	and a suit of sails	All of <u>Good</u> quality.			

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

She has one Long Boat and two double benches
 The present state of the Windlass 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 7/8 inch thick, including double Bulkheads amidships 3 1/2 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 5/16 inch, rivetted to reversed 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. Posting Certificate of Chain Cable, and Engineers' 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.

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 of opinion this Vessel should be classed Q.A.

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.

Wm. R. Cummins
Thos. Conydon

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

W. C.
Builder of Iron