

IRON SHIPS.

Rec 17/1/58

No. 2214 Survey held at Bristol Date May 15th 1858
 on the Barque "Triuculo" Master Henry Pearce
 Tonnage Gross 310⁰⁰ Engine Room _____ Register 310⁰⁰ Built at Bristol Ave.
 When Built 1858 By whom built Messrs K. Stotherts & Co Owners Messrs G. Bowering & Co
 Port belonging to Liverpool Destined Voyage _____
 If Surveyed Afloat or in Dry Dock During the Building

Length aloft	Fect.	Inches.	Extreme Breadth	Fect.	Inches.	Depth from top of Upper Deck Beam to top of Floor	Fect.	Inches.	Power of Engines	Horse No.
130		1	23		8 3/8	14		5		

Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	Inches in Ship.		Inches required per Rule.		Stem, if bar iron, moulding and thickness	Inches in Ship.	16ths in Ship.	Inches required per Rule.	16ths required per Rule.
	Inches.	Inches.	Inches.	Inches.					
Floors, Size of Angle Iron, and No. 1 at bottom of Floor Plate	3 1/2	2 1/2	8 1/8	3 3/4	2 3/4	6 1/2	2 1/2	6 1/4	2 1/4
depth and thickness of Floor Plate at mid line	16		7 1/8						
depth and thickness of Floor Plate at Bilge Keelson	7 1/2		7 1/8						
Size of Reversed Angle Iron, and No. 2 at top of Floor Plate	2 1/2	2 1/2	6 1/8	5 1/8					
Frames, Size of Angle Iron, single or double	3 1/2	2 1/2	8 1/8	3 1/2	2 3/4	6 1/8			
Reversed Iron, if to every frame or every alternate frame	2 1/2	2 1/2	6 1/8	5 1/8					
Beams, Deck (No. 42) Double Angle Iron or Bulb Iron with double Angle Iron on top	2 1/4	2 1/4	5 1/8						
depth & thickness of plate amidships	6		8 1/8						
double or single Angle Iron, on lower edge	in								
average space between	32								
if wood (No.) sided & moulded									
Hold, or Lower Deck (No. 28) Double Angle Iron or Bulb Iron with double Angle Iron on top	2 1/4	2 1/4	5 1/8						
depth & thickness of plate amidships	7		7 1/8						
double or single Angle Iron, on lower edge	in								
average space between	64								
if wood (No.) sided & moulded									
Paddle, wood, sided and moulded or if Iron, size of Plate									
Engine				3 3/4	3 3/4				
Keelson, wood, sided & moulded, iron, size of plate, if Box, give sketch & dimensions	12		7 1/8	4 1/2	4 1/2				
Side or Bilge Double Angle Iron	4	3	6 1/8	4 1/2	4 1/2				
Number Four	4	3	6 1/8						

Stem, if bar iron, moulding and thickness	Inches in Ship.	16ths in Ship.	Inches required per Rule.	16ths required per Rule.	Description of Iron.	
					Inches.	16ths.
if plate iron, breadth and thickness	6 1/2	2 1/2	6 1/4	2 1/4	Coalbrookdale	8 1/8
Stern-post, if bar iron, moulding and thickness	6 1/2	2 1/2	6 1/4	2 1/4	"	7 1/8
if plate iron, breadth and thickness	6 1/2	2 1/2	6 1/4	2 1/4	"	8 1/8
Keel, if bar iron, depth and thickness	6 1/2	2 1/2	6 1/4	2 1/4	"	7 8/8 9/16
if plate iron, breadth and thickness					"	
Garboard Plates, thickness					Material	8 1/8
From Garboard to upper part of Bilge					Coalbrookdale	8 1/8
From upper part of Bilge to Sheerstrakes					"	7 1/8
Sheerstrakes					"	8 1/8
Breadth & thickness of Butt Straps to outside plating					"	7 8/8 9/16
Planksheers					Material	14 1/2 x 6
Gunwale Plate or Stringer on ends of Up. Dk Beams					Iron	16 7 1/8
Angle Iron on ditto					3 x 4 6	
Waterway					Ed Oak	6 x 14 1/2
Deck					1/2 Pine	3 1/2
Ceiling in Hold					Mixed & Red	2 1/2
Ceiling betwixt Decks					" 1/2 Red	2 1/2
Beam Clamps					Iron	15 7 1/8
Shelf						
Stringer Plates on ends of Hold or Lower Dk Beams					14 in x	7 1/8
Ceiling between Decks					2 1/2	
Stringer or Tie Plates outside Hatchways					10	7 1/8
Deck Beam Clamps					16	7 1/8
Shelf						
Stringers in Hold					Angle 4 x 3 x 6 1/8	
Deck, Lower						

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

Knight-heads Ed Oak Bulkheads, No. Two Thickness of Lower plates 9/16 upper 5/16

Hawse Timbers " are they free from defects? Yes how secured to the sides of the ship Double Frames

size of vertical angle iron and their distance apart 3 x 2 1/2 x 3/8 & 2.6" apart

The Frames or Ribs extend in one length from Keel to Gunwale rivetted through plates with (3/4 in.) rivets, about (8) apart.

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

" " " on the frames " " " from Keel to Gunwale

Keelson, how are the various lengths of plates or angle irons connected? By butt straps & double angle iron above & below

Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets (3/4 ins.) diameter averaging (2 1/4 in.) from centre to centre of rivet.

Edges from Garboards to upper part of bilge, worked carvel with a lining piece (in.) thick, or clencher, double or single rivetted; rivets (3/4 in.) diameter, averaging (2 1/4 ins.) from centre to centre of rivets.

Butts from Keel to turn of bilge, worked carvel with a lining piece (9/16) thick, double or single rivetted; 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 strake below? Yes

Edges from bilge to planksheer, worked carvel with a lining piece (in.) thick, double or single rivetted; rivets (3/4 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

Butts from bilge to planksheers, worked carvel with lining (8/16) thick, or clencher, double or single rivetted; rivets (3/4 in.) diameter averaging (2 1/4 ins.) from centre to centre of rivets. Breadth of laps in double rivetting (3 3/4) Breadth of laps in single rivetting (2 1/4)

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 " " " " " ? _____

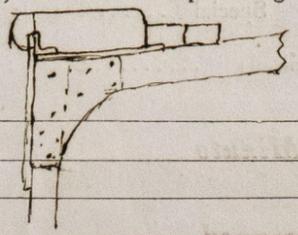
Deck Beams, how secured to the side? by knee plates

Hold or Lower Deck " " " " " ? _____

Paddle " " " " " ? _____

No. of breasthooks 4 crutches 3 how are pointers compensated? Angle iron

What description of iron is used for the angle iron and plate iron in the vessel? Coalbrookdale Builder's Signature K. Stotherts & Co



16th Baron

Workmanship. Are the lands or laps of the clenwork in all cases in breadth at least five times the diameter of the rivets in double rivetted edges and butts, and at least three times the diameter of the rivets where single rivetting is admitted? 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 solid with single pieces, or are they in short lengths of various thicknesses? Solid

Do the holes for rivetting plate to frames, lining pieces, or plate to plate, &c., conform 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

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.
2	Fore Sails,	Chain <u>Hawser chain</u>	60 3/4	Bower,	3 17-0-24
1	Fore Top Sails,	Hempen Stream Cable	200 1 1/4	Stream,	1 6-0-24
2	Fore Topmast Stay Sails,	Hawser	90 5	Kedge,	2 3-0-14
1	Main Sails,	Towlines	90 4		1-3-27
2	Main Top Sails,	Warp	90 4		
	and <u>Jibs new</u>	All of _____ quality.			

Her Standing and Running Rigging Hemp sufficient in size and good in quality.

She has one Long Boat and one

The present state of the Windlass is patent Capstan & double and Rudder good Pumps 4 Metal

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 10 September 1857
 - 2nd. On the plating during the progress of rivetting frequently
 - 3rd. When the beams were in and fastened, and before the decks were laid 29th January 1858
 - 4th. When the ship was complete, and before the plating was finally coated 19th March
 - 5th. After the ship was launched 8th & 15th May

I had taken the difference in the ship and that required by the Rules from the present Table C, when I recollect that this Vessel's keel was laid and part of the material in the yard previous to the amended Rules of 1857, and I understood was contracted to be built, a sister ship to the "Prospero" Reported by me no 2057 in Sept 1856.

The ribs and plating are rather above the scale of 1856. Has been specially surveyed during the building. The workmanship and materials of the best description and well found in stores.

Chain cables have sustained a tension of 25 tons

In what manner are the surfaces preserved from oxidation? Painted several times while building

I am of opinion this Vessel should be classed RA1

The amount of the Fee£ 4 : - : is received by me,

M. H.

Special£ 15 : 10 : -

James Wood

Certificate (if required)£ : :

Committee's Minute 21st May 1858

Character assigned A1 for 12 Years

Prud of Hon

I concur in the above recommendation

26 May 1858 J.H.R.



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