

IRON SHIPS.

Rec 5/8/58

No. 2987 Survey held at Hull Date 3rd July 1858
 on the Barque "Adamant" Master John Ridley
 Tonnage Gross 815 ²⁷/₁₀₀ Engine Room Register Built at Hull & launched 30 May
 When Built 1858 By whom built Messrs M Samuelson & Co Owners J. O. Harrison
 Port belonging to London Destined Voyage Hull London
 If Surveyed Afloat or in Dry Dock While Building

Length aloft 174 ⁹/₁₀ Extreme Breadth.... 30 - Depth from top of Upper Deck } Feet. Inches. } 19 3 } Power of Engines.... Horse No.

Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	Inches in Ship.		Inches required per Rule.		Inches in Ship.	Inches required per Rule.		Inches in Ship.	Inches required per Rule.	
	Inches.	16ths	Inches.	16ths		Inches.	16ths		Inches.	16ths
Floors, Size of Angle Iron, and No. <u>106</u> at bottom of Floor Plate.....	<u>4 1/2</u>	<u>3</u>	<u>5/8</u>	<u>4 1/2</u>	<u>3</u>	<u>5/8</u>	<u>4 1/2</u>	<u>3</u>	<u>5/8</u>	<u>4 1/2</u>
„ depth and thickness of Floor Plate at mid line	<u>19 1/2</u>	<u>10/16</u>	<u>19 1/4</u>	<u>10/16</u>	<u>19 1/2</u>	<u>10/16</u>	<u>19 1/4</u>	<u>10/16</u>	<u>19 1/2</u>	<u>10/16</u>
„ depth and thickness of Floor Plate at Bilge Keelson	<u>9 3/4</u>	<u>10/16</u>	<u>10/16</u>	<u>10/16</u>	<u>9 3/4</u>	<u>10/16</u>	<u>10/16</u>	<u>9 3/4</u>	<u>10/16</u>	<u>10/16</u>
„ Size of Reversed Angle Iron, and No. <u>106</u> at top of Floor Plate..	<u>3 1/2</u>	<u>3 1/2</u>	<u>7/8</u>	<u>3</u>	<u>3</u>	<u>7/8</u>	<u>3</u>	<u>3</u>	<u>7/8</u>	<u>3</u>
Frames, Size of Angle Iron, single or double..	<u>4 1/2</u>	<u>3</u>	<u>5/8</u>	<u>4 1/2</u>	<u>3</u>	<u>5/8</u>	<u>4 1/2</u>	<u>3</u>	<u>5/8</u>	<u>4 1/2</u>
„ „ Reversed Iron, if to every frame or every frame.....	<u>3 1/2</u>	<u>3</u>	<u>7/8</u>	<u>3</u>	<u>3</u>	<u>7/8</u>	<u>3</u>	<u>3</u>	<u>7/8</u>	<u>3</u>
Beams, Deck (N ^o <u>4 1/2</u> double Angle Iron or Bulb Iron with double Angle Iron on top	<u>2 1/2</u>	<u>2 1/2</u>	<u>7/8</u>	<u>2 1/2</u>	<u>2 1/2</u>	<u>7/8</u>	<u>2 1/2</u>	<u>2 1/2</u>	<u>7/8</u>	<u>2 1/2</u>
„ „ depth & thickness of plate amidships	<u>7 1/2</u>	<u>10/16</u>	<u>7 1/2</u>	<u>10/16</u>	<u>7 1/2</u>	<u>10/16</u>	<u>7 1/2</u>	<u>10/16</u>	<u>7 1/2</u>	<u>10/16</u>
„ „ double or single Angle Iron, on lower edge	<u>Bulb 1 1/2</u>	<u>1 1/2</u>	<u>1 1/2</u>	<u>1 1/2</u>	<u>1 1/2</u>	<u>1 1/2</u>	<u>1 1/2</u>	<u>1 1/2</u>	<u>1 1/2</u>	<u>1 1/2</u>
„ „ average space between	<u>3 feet</u>	<u>3 feet</u>	<u>3 feet</u>	<u>3 feet</u>	<u>3 feet</u>	<u>3 feet</u>	<u>3 feet</u>	<u>3 feet</u>	<u>3 feet</u>	<u>3 feet</u>
„ „ if wood (N ^o) sided & moulded										
„ Hold, or Lower Deck (N ^o <u>45</u>) double Angle Iron or Bulb Iron with double Angle Iron on top	<u>2 1/2</u>	<u>2 1/2</u>	<u>7/8</u>	<u>2 1/2</u>	<u>2 1/2</u>	<u>7/8</u>	<u>2 1/2</u>	<u>2 1/2</u>	<u>7/8</u>	<u>2 1/2</u>
„ „ depth & thickness of plate amidships	<u>7 1/2</u>	<u>10/16</u>	<u>7 1/2</u>	<u>10/16</u>	<u>7 1/2</u>	<u>10/16</u>	<u>7 1/2</u>	<u>10/16</u>	<u>7 1/2</u>	<u>10/16</u>
„ „ double or single Angle Iron, on lower edge	<u>Bulb 1 1/2</u>	<u>1 1/2</u>	<u>1 1/2</u>	<u>1 1/2</u>	<u>1 1/2</u>	<u>1 1/2</u>	<u>1 1/2</u>	<u>1 1/2</u>	<u>1 1/2</u>	<u>1 1/2</u>
„ „ average space between	<u>3 feet</u>	<u>3 feet</u>	<u>3 feet</u>	<u>3 feet</u>	<u>3 feet</u>	<u>3 feet</u>	<u>3 feet</u>	<u>3 feet</u>	<u>3 feet</u>	<u>3 feet</u>
„ „ if wood (N ^o) sided & moulded										
„ Paddle, wood, sided and moulded or if Iron, size of Plate										
„ Engine										
Keelson, wood, sided & moulded, iron, size of plate, if Box, give sketch & dimensions	<u>4 1/2</u>	<u>3 1/2</u>	<u>3/8</u>	<u>5</u>	<u>4</u>	<u>3/8</u>	<u>5</u>	<u>4</u>	<u>3/8</u>	<u>5</u>
„ Side or Bilge	<u>11 1/2</u>	<u>12/16</u>	<u>12</u>	<u>12</u>	<u>12</u>	<u>12/16</u>	<u>12</u>	<u>12</u>	<u>12/16</u>	<u>12</u>
„ Number <u>2</u> iron, <u>1</u> on each side	<u>9 1/2</u>	<u>14/16</u>	<u>14</u>	<u>14</u>	<u>14</u>	<u>14/16</u>	<u>14</u>	<u>14</u>	<u>14/16</u>	<u>14</u>
„ Transoms, material or, if none, in what manner compensated for,	<u>12</u>	<u>5</u>	<u>13</u>	<u>13</u>	<u>13</u>	<u>13</u>	<u>13</u>	<u>13</u>	<u>13</u>	<u>13</u>

Transoms, material or, if none, in what manner compensated for, plate iron across rivetted to ribs

Knight-heads Bulkheads, N^o. Two Thickness of 1/16

Hawse Timbers Double iron are they free from defects? „ how secured to the sides of the ship between double angle iron ribs

The Frames or 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 3 1/2 in. above to 7 1/2 in. above the bilge, alternately

„ „ „ on the frames „ „ „ from 3 1/2 in. below keel to gunwale, making the reversed angle iron double at the bilge

Keelson, how are the various lengths of plates or angle irons connected? The double plates are rivetted together by a middle tier of rivets by the angle iron.

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

„ Edges from Garboards to upper part of bilge, worked carvel with a lining piece (1 in.) thick, or clencher, double or single rivetted; rivets (7/8 in.) diameter, averaging (2 1/2 ins.) from centre to centre of rivets.

„ Butts from Keel to turn of bilge, worked carvel with a lining piece (9 x 13/16) thick, double or single rivetted; rivets (7/8 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? Yes on alternate plates

„ Edges from bilge to planksheer, worked carvel with a lining piece (1 in.) thick, double or single rivetted; rivets (7/8 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? Yes on alternate plates

„ Butts, from bilge to planksheers, worked carvel with a lining piece (9 x 10/16) thick, or clencher, double or single rivetted; rivets (7/8 in.) diameter averaging (2 1/2 ins.) from centre to centre of rivets. Breadth of laps in double rivetting (4 1/2) Breadth of laps in single rivetting (4)

Planksheer, how secured to the plating of the sides Explain by sketch, Gunwale plate & waterway secured to the sheer plates by double iron, and also rivetted to the beams

Waterway one plate planksheer and to the Beams if necessary. Beam

Side trussing None breadth and thickness of plates how secured?

Deck trussing Plate iron, 10 1/2 „ 10/16 (also diagonal trussing) „ One left on each side and double at the hatchway

Deck Beams, how secured to the side? Beam ends split, turned down, & with plate iron boxes rivetted to the ribs

Hold or Lower Deck „ None „ „ „ „ „ „

Paddle „ „ „ „ „ „ „

No. of breasthooks None crutches how are pointers compensated? Plate iron across rivetted to ribs

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

Builder's Signature
Martin Samuelson & Co
 Lloyd's Register
 Foundation
 IRON433-0273

1690 Iron

Workmanship. Are the lands or laps of the clenckwork 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 _____ condition, and sufficient in size and length.

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N ^o .		Fathoms.	Inches.	N ^o .	Weight.
<u>Two</u>	Fore Sails,	Chain	300 1 5/8	Bower,	<u>Three</u> 37.00
<u>suits</u>	Fore Top Sails,	Hempen Stream Cable	90 1 1/2	Stream,	<u>One</u> 11.10
<u>of</u>	Fore Topmast Stay Sails,	Hawser	90 7	Kedge,	<u>One</u> 5.2.44
<u>Sails</u>	Main Sails,	Towlines	90 6		
and	Main Top Sails,	Warp	100 4		
		All of <u>good</u> quality.			

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

She has One Long Boat and Two other Boats

The present state of the Windlass is good Capstan Worn and Rudder good Pumps Iron 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	<u>March 5th 1858</u>
	2nd.	On the plating during the progress of rivetting	<u>" 25 "</u>
	3rd.	When the beams were in and fastened, and before the decks were laid	<u>" 29 "</u>
	4th.	When the ship was complete, and before the plating was finally coated	<u>May 6 "</u>
	5th.	After the ship was launched	<u>July 13 "</u>

No 2987 Berque "Adamant"

This vessel was proposed, and considered to be, while building under 800 tons and the scantlings taken as such when finished and the measurements taken by the Customs, the vessel is found to be above 800 tons

Vy Hull below the deck	433 56
Prop	81.41
	<u>815.27 tons</u>

The Angle iron Ribs are 4 1/2 x 3 1/2 instead of 4 1/2 x 3 3/8 required for the 800 tons grade, but the reversed angle iron is larger being 3 1/2 x 3 1/2 in flat and 3 1/2 x 3 3/8 in web frame

I therefore beg to submit the period of Classification to the Committee's decision In other respects the vessel is entitled to the 12 years grade

I am Sir,
Your Obedt Servant
Henry Adams

I am of opinion this Vessel should be classed Years 12

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

Special£ 40 : 15 : -

Certificate (if required) Required £ 45 : 15 : -

Committee's Minute 10th August 1858

Gen^l Comm^{rs} 12 August 1858

Character assigned 12 Years

Henry Adams

I am of opinion this vessel is eligible to be classed 12 Years

6 Aug 1858

Lloyd's Register
The General Council

