

Registration No 154  
Stores and instructions  
dated 18th April 1857

# IRON SHIPS.

No. 3955 Survey held at Port Glasgow Date 10th September 1858  
on the ship (not named) Master \_\_\_\_\_

Tonnage Gross 871 27/100 Engine Room \_\_\_\_\_ Register \_\_\_\_\_ Built at Port Glasgow

When Built 30th April 1858 By whom built John Reid & Co. Owners John Reid & Co.

Port belonging to Port Glasgow Destined Voyage \_\_\_\_\_

If Surveyed Afloat or in Dry Dock While building

Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth from top of Upper Deck Beam to top of Floor	Feet.	Inches.	Power of Engines	Horse No.
187			32 2/10			21				
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches required per Rule.	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.
	16		16			if plate iron, breadth and thickness				
Floors, Size of Angle Iron, and No. Single at bottom of Floor Plate	4 1/2	3	8/16	4 1/2	3	Stern-post, if bar iron, moulding and thickness	7 1/2	3	7 1/2	3
depth and thickness of Floor Plate at mid line	21		21			if plate iron, breadth and thickness				
depth and thickness of Floor Plate at Bilge Keelson						Keel, if bar iron, depth and thickness	7 1/2	3	7 1/2	3
Size of Reversed Angle Iron, and No. at top of Floor Plate	3	3	4/16	3	3	if plate iron, breadth and thickness				
Frames, Size of Angle Iron, single or double	4 1/2	3	8/16	4 1/2	3	Garboard Plates, thickness				
Reversed Iron, to every frame	3	3	4/16	3	3	From Garboard to upper part of Bilge				
Beams, Deck (No. double Angle Iron Bulb Iron with double Angle Iron on top)	3	3	4/16	3	3	From upper part of Bilge to Sheerstrakes				
depth & thickness of plate amidships	8		8			Sheerstrakes				
double or single Angle Iron, on lower edge						Breadth & thickness of Butt Straps to outside plating				
average space between	2 ft. 8 ins.					Planksheers				
if wood (No. sided & moulded						Gunwale Plate or Stringer on ends of Up. Dk Beams				
Hold, or Lower Deck (No. double Angle Iron or Bulb Iron with double Angle Iron on top)	3	3	4/16	3	3	Angle Iron on ditto				
depth & thickness of plate amidships	8		8			Waterway				
double or single Angle Iron, on lower edge						Deck				
average space between	2 ft. 8 ins.					Ceiling in Hold				
if wood (No. sided & moulded						Ceiling betwixt Decks				
Paddle, wood, sided and moulded or if Iron, size of Plate						Beam Clamps				
Engine						Shelf				
Keelson, wood, sided & moulded, iron, size of plate, if box, give sketch & dimensions	16		4 1/2	5	4	Stringer Plates on ends of Hold or Lower Dk Beams				
Side of Bilge	5	4	8/16	5	4	Ceiling between Decks				
Number						Stringer or Tie Plates out- side Hatchways				

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

Knight-heads Iron Bulkheads, No. Three Thickness of 6/16

Hawse Timbers Iron are they free from defects? Yes how secured to the sides of the ship Between double frames

The Frames or Ribs extend in one length from Keel to Gunwale rivetted through plates with ( 1/16 in.) rivets, about ( 7 ins.) apart.

The reverse angle-irons on the floors extend in one length across the middle line from 2 ft. on each side to Hold Beam knees and Gunwale alternately

Keelson, how are the various lengths of plates or angle irons connected? Well shifted and rivetted together

Plates, Garboard, double single rivetted to keel & at upper edge, with rivets ( 1/16 ins.) diameter averaging ( 3 1/2 ins.) from centre to centre of rivet.

Edges from Garboards to upper part of bilge, worked carvel with a lining piece ( 1/16 in.) thick, or clench, double or single rivetted; rivets ( 1/16 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 ( 1/16 in.) thick, double or single rivetted; rivets ( 1/16 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

Edges from bilge to planksheer, worked carvel with a lining piece ( 1/16 in.) thick, double or single rivetted; rivets ( 1/16 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

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

Planksheer, how secured to the plating of the sides { Explain by sketch, }  
Waterway { if necessary. } See sketch on other side

Side trussing breadth and thickness of plates how secured?

Deck trussing Iron plates 10 x 1/2 inch all fore and aft on each side of Hatchways, and diagonal plates.

Deck Beams, how secured to the side? By continuation of Bulk Iron 2 inches below upper side

Hold or Lower Deck do do do do

Paddle do do do do

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

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

Builder's Signature

John Reid & Co.

IRON 433-0322



1737 Iron

**Workmanship.** Are the lands or laps of the clenchwork 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? *Some*

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

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N <sup>o</sup> .			Fathoms.	Inches.	N <sup>o</sup> . Weight.
<i>Two</i>	Fore Sails,	Chain .....	<i>300</i>	<i>1 3/4</i>	<i>3</i> <i>250 lbs</i>
<i>Two</i>	Fore Top Sails,	" <i>Stream</i> .....	<i>90</i>	<i>10</i>	<i>36</i> <i>360</i>
<i>Two</i>	Fore Topmast Stay Sails,	Hawser .....	<i>90</i>	<i>8</i>	<i>1</i> <i>12</i>
<i>One</i>	Main Sails,	Towlines .....	<i>90</i>	<i>5</i>	<i>2</i> <i>6</i>
<i>Two</i>	Main Top Sails,	Warp .....			<i>3</i> <i>3</i>
and well found in other sails		All of <i>Good</i> quality.			

Her <sup>rigging is wire</sup> Standing and Running Rigging *Simple* sufficient in size and *Good* in quality.

She has *One* Long Boat and *Pinnace, Gig, and Jelly Boat*

The present state of the Windlass is *Good* *Two* Capstans *Good* and Rudder *Good* Pumps *Three 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

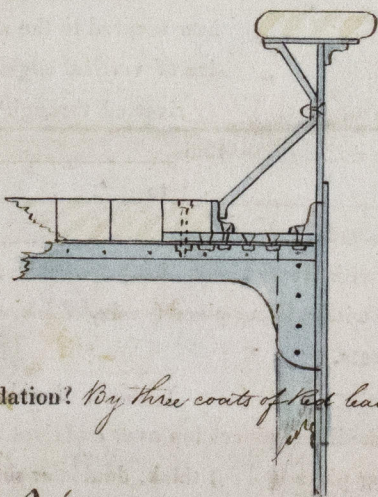
4th. When the ship was complete, and before the plating was finally coated

5th. After the ship was launched

*Specially Surveyed.*

Laid on March 1857, and launched 30<sup>th</sup> April 1858. Specially surveyed in accordance with Secretary's instructions dated 18<sup>th</sup> April 1857. She has three Watertight Bulkheads between double frames 15 inch thick, rivetted with 5 inch rivets, 3 inches apart, and trussed with Angle Iron 3x3x1/4 inch, about 2 feet 6 inches apart. Outside plating of raised Quarter Deck 1/2 inch. Forecastle Beams Bulk Iron 8x9x1/4 inch respectively, with double Angle Iron on upper side 2 1/2 x 2 1/2 x 1/4 inch; Stringer plate on Beam ends 16x1/4 inch, sheet strake 7 inch, remainder of plating 3 inches; flat of Deck 3 inches. All Keelsons and Stringers pass through Bulkheads, and extend from end to end, except upper and lower Deck Beam stringers which cut off at raised Quarter Deck and cabin sole, and continued from thence right aft. Diagonal plates on Deck Beams 40x1/2 inch. Breasthook formed by plates across ends of Beam stringers: an independent with nut and screw put through from upper side from raised Quarter Deck forward. Outside plating double rivetted butts and edges from Keel to Gunwale. The frames, plating, and stringers are equal to the Rules then in operation, and the rivetting of foot side plating in excess of Rules. Workmanship good. Ground tackle complete, and of the best description. Testing Certificate of Chain Cable produced.

The frames, plating and stringers being equal to, and rivetting being in excess of the Rules, we are of opinion she may be classed 12A1.



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

We are of opinion this Vessel should be classed *12A1*

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

Special .....£ 43 : 12 : "

Certificate (if required) .....£ " : " : "

Committee's Minute *14 September 1858*

Character assigned *12A1*

*John R. Commings*  
*Thomas Congdon*



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Foundation