

IRON SHIPS.

No. 1617 Survey held at Belfast Date 5th March 1859
on the Ship Debenington Master - Gluyer
Tonnage Gross 888 ss Engine Room - - Register 888 ss Built at Belfast
When Built 1859 By whom built Robert Hickson & Co Owners Robert Hickson
Port belonging to Liverpool Destined Voyage Bombay via Liverpool
If Surveyed Afloat or in Dry Dock While Building

Feet.		Inches.		Feet.		Inches.		Feet.		Inches.		Horse No.	
Length aloft		18 5		Extreme Breadth		33 2		Depth from top of Upper Deck		20 5		Power of Engines	
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft		18		18									
Floors, Size of Angle Iron, and No. at bottom of Floor Plate		4 1/2 3		16 4 1/2 3		8 16							
" depth and thickness of Floor Plate at mid line		21 16		2 1/2 16									
" depth and thickness of Floor Plate at Bilge Keelson		7 1/2 16											
" Size of Reversed Angle Iron, and No. at top of Floor Plate		3 3		7/16 3 3		7/16							
Frames, Size of Angle Iron, single or double		4 1/2 3		8 4 1/2 3		8 8							
" Reversed Iron, N to every frame or every frame		3 3		7/16 3 3		7/16							
Beams, Deck (N°) double Angle Iron or Bulb Iron with double Angle Iron on top		3 3		7/16 3 3		7/16							
" " depth & thickness of plate amidships		8 16		8 1/4 16									
" " double or single Angle Iron, on lower edge		1 5/8 36											
" " average space between		36		36									
" " if wood (N°) sided & moulded													
" Hold, or Lower Deck (N°) double Angle Iron or Bulb Iron with double Angle Iron on top		3 3		7/16 3 3		7/16							
" " depth & thickness of plate amidships		8 16		8 1/2 16									
" " double or single Angle Iron, on lower edge		1 5/8 36											
" " average space between		36		36									
" " if wood (N°) 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		14 16		16 16									
" Side or Bilge		5 4		8 16									
" Number													
Stem, N bar iron, moulding and thickness		7 1/2 3		7 1/2 3									
" if plate iron, breadth and thickness													
Stern-post, if bar iron, moulding and thickness		7 1/2 3		7 1/2 3									
" if plate iron, breadth and thickness													
Keel, N bar iron, depth and thickness		7 1/2 3		7 1/2 3									
" if plate iron, breadth and thickness													
Garboard Plates, thickness..		12 12		12 12									
From Garboard to upper part of Bilge		12 12		12 12									
From upper part of Bilge to Sheerstrakes		12 12		12 12									
Sheerstrakes		12 12		12 12									
Breadth & thickness of Butt Straps to outside plating		12 12		12 12									
Planksheers		12 12		12 12									
Gunwale Plate or Stringer on ends of Up. Dk Beams		24 16		24 16									
Angle Iron on ditto		5 4		5 4									
Waterway		24 16		24 16									
Deck		3 1/2 3 1/2		3 1/2 3 1/2									
Ceiling in Hold													
Ceiling betwixt Decks													
Beam Clamps													
" Shelf													
" Stringer Plates on ends of Hold or Lower Dk Beams		24 16		24 16									
Ceiling between Decks		2 2		2 2									
Stringer or Tie Plates outside Hatchways		12 16		12 16									
Deck Beam Clamps													
" Shelf													
Stringers in Hold		24 16		24 16									
Deck, Lower													
Deck, Upper, how fastened to Beams													

Deck, Upper, how fastened to Beams *With 42 Inch square bolted Girts below*

Transoms, material Iron or, if none, in what manner compensated for. By diagonal tie plate on each side, from deck beam to frame.
 Knight-heads „ Iron } Bulkheads, N^o. Five Thickness of $\frac{1}{2}$
 Hawse Timbers „ do } are they free from defects? Yes „ how secured to the sides of the ship Reinforced between transoms

The Frames or Ribs extend in one length from Keel to Gunwale rivetted through plates with ($\frac{7}{8}$ in.) rivets, about ($\frac{1}{2}$ in) apart.

The reverse angle irons on the floors extend in one length across the middle line from *4 feet on each side* to *ultimately to hold Beam & Gun on*

“ “ “ on the frames “ “ “ from 11^h to 6^h

Keelson, how are the various lengths of plates or angle irons connected? *With butt straps & double rivetted*

Plates, Garboard, ~~double or single~~ rivetted to keel & at upper edge, with rivets ($1\frac{1}{8}$ ins.) diameter averaging ($2\frac{1}{4}$ in.) from centre to centre of rivet.

Edges from Garboards to upper part of bilge, worked ^{but by the diagonal} carvel with a lining piece ($\frac{1}{2}$ -in.) thick, or clencher, double or single rivetted; rivets ($\frac{7}{8}$ -in.) diameter, averaging (ins.) from centre to centre of rivets.

„ Butts from Keel to turn of bilge, worked ~~carvel~~ with a lining piece ($\frac{11}{16} \times \frac{1}{2}$) thick, double ~~single~~ rivetted; rivets ($\frac{7}{8}$ in.) diameter.

averaging ($2\frac{1}{4}$ ins.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? *Answer*

Edges from bilge to planksheer, worked ^{with an alternating} ~~carvel~~ with a lining piece ($\frac{1 1/8 \times 1 1/8$) thick, ~~double or single~~ rivetted; rivets ($\frac{3}{4} \times \frac{1}{8}$ in.) diameter, averaging ($2 \frac{1}{4}$ in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? *alternately*

Butts from bilge to planksheers, worked carvel with a lining piece $\frac{1}{4}$ $\frac{1}{8}$ thick, ~~or~~ ^{or} ~~clencher~~, double ~~or~~ ^{or} single rivetted; rivets ($\frac{1}{8}$ in.) diameter

averaging ($2\frac{1}{4}$ ins.) from centre to centre of rivets. Breadth of laps in double rivetting ($4\frac{1}{2}$) Breadth of laps in single rivetting ()

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? *Beams ends turned. Knee plates welded and rivetted to frames*

Hold or Lower Deck „ The same as above, and diagonal trussing to Mast and Stringer plates

Paddle " " _____

No. of breasthooks 4 crutches 4 how are pointers compensated? By plate, from rivetted to frames

What description of iron is used for the angle iron and plate iron in the vessel? Stick Horse Builder's Signature Bob J. H. H.

Robert Welch

1801/133-0463

1KON433-0462



1877. Iron.

433

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? Filled in 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? a few

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	300	1 3/4	Bower,	1	24-19
2	Fore Top Sails,	Hempen Stream Cable <u>chain</u> ..	90	1		1	24-11
2	Fore Topmast Stay Sails,	Hawser	90	8	Stream,	1	24-2-9
2	Main Sails,	Towlines				1	9-20
2	Main Top Sails,	Warp	90	6	Kedge,	1	42-2
	and well found in other sails	All of <u>Good</u> quality.				1	2-16

Her Standing and Running Rigging is found to be sufficient in size and Good in quality.

She has one Long Boat and two others

The present state of the Windlass is Good Capstan Good and Rudder Good Pumps 4 Cast Metal 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>Specially surveyed while Building</u>
	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	

In what manner are the surfaces preserved from oxidation? By 3 Coats of Red & White lead inside & over & 1 Coat of Red & 2 Coats of Black on Capsides

I am of opinion this Vessel should be classed 12 A

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

Special£ 44 : 8 : 6

Certificate ☒ required)£ - : - :

Committee's Minute 29th April 1859

Character assigned A 1 for 12 Years

Build of Iron



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