

IRON SHIPS.

No. 1639 Survey held at Belfast Date 24th November 1859
 on the Screw Barge "Sicilian" Master _____
 Tonnage Gross 1491 ¹⁰⁰ Engine Room _____ Register _____ Built at Belfast Launched 12th Nov
 When Built 1859 By whom built E. J. Harland Owners John & Bobby Jones & Co
 Port belonging to Liverpool Destined Voyage _____
 If Surveyed Afloat or in Dry Dock Specially Surveyed while Building

Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth from top of Upper Deck	Feet.	Inches.	Power of Engines	Horse No.
.....	27	5	34	-	Beam to top of Floor	22	10 1/2
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.	16ths required per Rule.	Stem, & bar iron, moulding and thickness	Inches in Ship.	16ths in Ship.	Inches required per Rule.	16ths required per Rule.
Floors, Size of Angle Iron, and No. at bottom of Floor Plate	5	3 1/2	9/16	5	3 1/2	Stem-post, if bar iron, moulding and thickness	10	6	✓	✓
depth and thickness of Floor Plate at mid line	23	-	11/16	23	11/16	if plate iron, breadth and thickness	13	6	✓	✓
depth and thickness of Floor Plate at Bilge Keelson	7	-	11/16	7	11/16	Stern-post, if bar iron, moulding and thickness	10	6	✓	✓
Size of Reversed Angle Iron, and No. 2 at top of Floor Plate	3 1/2	3	8/16	3 1/2	8/16	if plate iron, breadth and thickness	9	3	9	3
Frames, Size of Angle Iron, single or double	5	3 1/2	9/16	5	3 1/2	Garboard Plates, thickness	15/16	✓	15/16	✓
Reversed Iron, if to every frame or every	3 1/2	3	8/16	3 1/2	8/16	From Garboard to upper part of Bilge	13/16	✓	13/16	✓
Beams, Deck (N°) double Angle Iron	3	3	6/16	3	6/16	From upper part of Bilge to Sheerstrakes	11/16	✓	11/16	✓
Bulb Iron with double Angle Iron on top	3	3	6/16	3	6/16	Sheerstrakes	13/16	✓	13/16	✓
depth & thickness of plate amidships	1	X	14/16	8 1/2	X	Breadth & thickness of Butt Straps to outside plating	12 1/2	15 1/2	16 1/2	16 1/2
double or single Angle Iron	35	-	-	-	-	Planksheers	25	11/16	25	11/16
Bulb Iron on lower edge	35	-	-	-	-	Gunwale Plate or Stringer on ends of Up. Dk Beams	5 1/2	4 1/2	5 1/2	4 1/2
average space between	35	-	-	-	-	Angle Iron on ditto	4	✓	4	✓
if wood (N°) sided & moulded	3	3	4/16	3	4/16	Waterway	2 1/2	-	-	-
Hold, or Lower Deck (N°) double Angle Iron or Bulb Iron with double Angle Iron on top	1	14/16	8 1/2	X	9/16	Deck	2	-	-	-
depth & thickness of plate amidships	35	-	-	-	-	Ceiling in Hold	2 1/2	-	-	-
double or single Angle Iron	18	20	8/16	18	20	Ceiling betwixt Decks	2	-	-	-
Bulb Iron on lower edge	35	-	-	-	-	Beam Clamps	25	11/16	25	11/16
average space between	35	-	-	-	-	Shelf	5 1/2	4 1/2	5 1/2	4 1/2
if wood (N°) sided & moulded	18	20	8/16	18	20	Stringer Plates on ends of Hold or Lower Dk Beams	5 1/2	4 1/2	5 1/2	4 1/2
Paddle, wood, sided and moulded or if Iron, size of Plate	18	20	8/16	18	20	Ceiling between Decks	3	-	-	-
Engine Iron, Box	18	20	8/16	18	20	Stringer or Tie Plates outside Hatchways	5 1/2	4 1/2	5 1/2	4 1/2
Keelson, wood, sided & moulded, iron, size of plate, if Box, give sketch & dimensions	18	20	8/16	18	20	Deck Beam Clamps	5 1/2	4 1/2	5 1/2	4 1/2
Side or Bilge	18	20	8/16	18	20	Shelf	3	-	-	-
Number	18	20	8/16	18	20	Stringers in Hold	5 1/2	4 1/2	5 1/2	4 1/2
	18	20	8/16	18	20	Deck, Lower	3	-	-	-

Transoms, material Iron or, if none, in what manner compensated for. _____
 Knight-heads Iron Bulkheads, N° 2 to main deck & 2 to lower deck Thickness of 7/16
 Hawse Timbers Iron are they free from defects? yes how secured to the sides of the ship Rivelled between two frames on both sides
 size of vertical angle iron and their distance apart 3 1/2 x 3 1/2 30 in apart
 The Frames or Ribs extend in one length from Keel to Gunnal rivetted through plates with (9/8 in.) rivets, about (6) apart.
 The reverse angle irons on the floors extend in one length across the middle line from 3 1/2 to 4 feet on to each side alternately to hold Beams & Gunnal
 on the frames, from Ke to Ke
 Keelson, how are the various lengths of plates or angle irons connected? With butt straps and double rivetted
 Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets (1/4 in.) diameter averaging (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 (7/8 in.) diameter, averaging (3 in.) from centre to centre of rivets.
 Butts from Keel to turn of bilge, worked carvel with a lining piece (1 1/2 in.) thick, double or single rivetted; rivets (7/8 in.) diameter, averaging (3 in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? alternately
 Edges from bilge to planksheer, worked carvel with a lining piece (- in.) thick, double or single rivetted; rivets (7/8 in.) diameter, averaging (3 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 (1 1/2 in.) thick, or clencher, double or single rivetted; rivets (7/8 in.) diameter averaging (3 in.) from centre to centre of rivets. Breadth of laps in double rivetting (4 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 on Hold Beams _____
 Deck Beams, how secured to the side? Beam ends turned, knee plates & Rivetted to frames
 Hold or Lower Deck The same as above, and diagonal trussing to Masts & Stringer plates
 Paddle _____
 No. of breasthooks 5 crutches 3 how are pointers compensated? by plate iron rivetted to frames
 What description of iron is used for the angle iron and plate iron in the vessel? Staffordshire



Builder's Signature E. J. Harland
 Lloyd's Register

IRON 434-0126

2035. 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? 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 _____ condition, and sufficient in size and length.

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N ^o .			Fathoms. Inches.		N ^o . Weight.
	Fore Sails,	Chain		Bower,	
	Fore Top Sails,	Hempen Stream Cable		Stream,	
	Fore Topmast Stay Sails,	Hawser		Kedge,	
	Main Sails,	Towlines			
	Main Top Sails,	Warp			
and		All of _____ quality.			

Her Standing and Running Rigging _____ sufficient in size and _____ in quality.

She has _____ Long Boat and _____

The present state of the Windlass is _____ Capstan _____ and Rudder _____ Pumps _____

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

This vessel has plates worked across the top of keel 180 feet amidships 1 13/16 in thick connecting the two garboard strakes. Double sheerstrake 1 1/16 tapering to 9/16 in at ends. Butts triple rivetted 181 feet amidships, as also the strake below. An additional stringer plate on each side of main deck 18 in tapering to 9 in at ends 1 1/16 for 186 feet amidships rivetted to stringer. The plates on main deck beams 24 x 8 1/16 tapering to 18 inches at ends. Two angle irons on lower deck beams, amidships 3 x 3 x 1/16 in also diagonal plates at mast & fore hatch 12 x 10 1/16 in. And in place of intercostal keelson between bilge and center, she has 9 x 8 1/16 inch bulb iron rivetted between 5 1/2 x 4 1/2 x 9 1/16 in angle iron for 130 feet amidships, and the angle irons connected to the ends, rivetted back to back. The bilge keelson has 9 x 8 1/16 in bulb iron rivetted between the angle irons 100 feet amidships.

She was towed from this Port to Greenwich Nov^r 24th with lower masts stepped and where she is now receiving her Machinery and outfit

In what manner are the surfaces preserved from oxidation? *Three coats of Red & White Lead mixed, out & inside but she is coated in flat with Gay's Patent Marine Cement to turn of bilge*

I am of opinion this Vessel should be classed 12 A

The amount of the Fee £ 5 : : is received by me, *Wm. Linton*

Special £ 74 : 11 : 6

Certificate (if required) £ 79 : 11 : 6

Committee's Minute 16th December 1859

Character assigned Δ for 12 Years

I concur in the above recommendation

16th Dec 2019 JRL