

# 2081 IRON SHIPS.

No. 6811 Survey held at Lundenland Date February 23<sup>rd</sup> 1860  
 on the Barque "John Bull" Master James  
 Tonnage Gross Engine Room \_\_\_\_\_ Register HSH Built at Lundenland  
 When Built 1859 & 60 By whom built Y. R. Oswald Owners Yampenay & Co  
 Port belonging to London Destined Voyage \_\_\_\_\_  
 If Surveyed Afloat or in Dry Dock While Building Launched 2<sup>nd</sup> 1860

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.
Length aloft	150	2	Extreme Breadth	27	6	Depth from top of Upper Deck Beam to top of Floor	17			
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	Inches in Ship. 18		Inches required per Rule. 18		Stem, if bar iron, moulding and thickness		6 1/2	2 1/2	6 1/2	2 1/2
Floors, Size of Angle Iron, and No. <u>ONE</u> at bottom of Floor Plate	3 1/2	2 1/4	1/16	3 1/2	2 3/4	if plate iron, breadth and thickness	u	u	u	u
depth and thickness of Floor Plate at mid line	18	u	8 1/16	17	u	Stern-post, if bar iron, moulding and thickness	u	u	u	u
depth and thickness of Floor Plate at Bilge Keelson	7 1/2	u	8 1/16	2 3/4	u	if plate iron, breadth and thickness	6 1/2	2 1/2	6 1/2	2 1/2
Size of Reversed Angle Iron, and No. <u>ONE</u> at top of Floor Plate	2 3/4	2 1/4	6 1/16	2 3/4	2 1/2	Keel, if bar iron, depth and thickness	u	u	u	u
Frames, Size of Angle Iron, single or double Reversed Iron, <u>to every frame</u>	3 1/2	2 1/4	1/16	3 1/2	2 3/4	if plate iron, breadth and thickness	6 1/2	2 1/2	6 1/2	2 1/2
Every other frame	2 3/4	2 1/4	6 1/16	2 3/4	2 1/2	Garboard Plates, thickness..	u	10 1/16	u	10 1/16
Beams, Deck (N <sup>o</sup> . <u>42</u> ) double Angle Iron or Bulb Iron with double Angle Iron on top	3	2 1/2	5 1/16	3	2 1/4	From Garboard to upper part of Bilge	u	9 1/16	u	9 1/16
depth & thickness of plate amidships	7 1/2	u	8 1/16	6 1/8	u	From upper part of Bilge to Sheerstrakes	u	8 1/16	u	8 1/16
double or single Angle Iron, on lower edge	Bulb	u	u	u	u	Sheerstrakes	u	9 1/16	u	9 1/16
average space between	3 feet	u	u	3 feet	u	Breadth & thickness of Butt Straps to outside plating	u	9 1/16	u	9 1/16
if wood (N <sup>o</sup> . ) sided & moulded	u	u	u	u	u	Planksheers	u	10 1/16	u	10 1/16
Hold, or Lower Deck (N <sup>o</sup> . <u>32</u> ) double Angle Iron or Bulb Iron with double Angle Iron on top	3	2 1/2	5 1/16	3	2 1/4	Gunwale Plate or Stringer on ends of Up. Dk Beams	u	u	u	u
depth & thickness of plate amidships	7 1/2	u	8 1/16	6 1/8	u	Angle Iron on ditto	u	u	u	u
double or single Angle Iron, on lower edge	Bulb	u	u	u	u	Waterway	u	u	u	u
average space between	3 & 6 feet	u	u	3 & 6 feet	u	Deck	u	u	u	u
if wood (N <sup>o</sup> . ) sided & moulded	u	u	u	u	u	Ceiling in Hold	u	u	u	u
Paddle, wood, sided and moulded or if iron, size of Plate	u	u	u	u	u	Ceiling betwixt Decks	u	u	u	u
Engine	u	u	u	u	u	Beam Clamps	u	u	u	u
Keelson, wood, sided & moulded, iron, size of Intercoastal plate, if Box, give sketch & dimensions	26	u	8 1/16	21	u	Stringer Plates on ends of Hold or Lower Dk Beams	u	u	u	u
Side or Bilge	3	4	6 1/16	3	4	Ceiling between Decks	u	u	u	u
Number	100	u	u	u	u	Stringer or Tie Plates out- side Hatchways	u	u	u	u

Transoms, material Iron or, if none, in what manner compensated for. Round Stem framed complete.  
 Knight-heads Engl Oak Bulkheads, N<sup>o</sup>. Two Thickness of 5/16  
 Hawse Timbers Engl Oak are they free from defects? Round Stem framed complete.  
 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 Bilge to Bilge  
 " " " on the frames " " from Middle Line to Gunwale  
 Keelson, how are the various lengths of plates or angle irons connected? By & angle irons and Angle Iron properly shifted  
 Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets (1/4 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 (3/4 in.) thick, or clencher, double or single rivetted; rivets (3/4 in.) diameter, averaging (3 in.) from centre to centre of rivets.  
 Butts from Keel to turn of bilge, worked carvel with a lining piece (10/16 x 9/16) thick, double or single rivetted; rivets (3/4 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? No  
 Edges from bilge to planksheer, worked carvel with a lining piece ( ) thick, double or single rivetted; rivets (3/4 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? No  
 Butts from bilge to planksheers, worked carvel with a lining piece (8/16 x 9/16) thick, or clencher, double or single rivetted; rivets (3/4 in.) diameter, averaging (3 in.) from centre to centre of rivets. Breadth of laps in double rivetting 5 times diam of rivets Breadth of laps in single rivetting 3 times diam of rivets  
 Planksheer, how secured to the plating of the sides } Explain by sketch, } See sketch  
 Waterway " " planksheer and to the Beams } if necessary. }  
 Side trussing breadth and thickness of plates how secured? 4 pairs of diag. plates 10 1/2 x 8 1/16 extending  
 Deck trussing " " " " ? frames side to side rivetted to Beams & Gunwale & stringer  
 Deck Beams, how secured to the side? } By knee Plates rivetted to frames.  
 Hold or Lower Deck " }  
 Paddle " }  
 No. of breasthooks Five crutches Two how are pointers compensated? Round Stem framed complete.  
 What description of iron is used for the angle iron and plate iron in the vessel? Different Iron Builder's Signature W. R. Oswald  
Co. Beal's & Hawks & Co.

2081, 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 *Some of the butts required being made good*

Do the fillings between the ribs and plates fill in solid with single pieces, or are they in short lengths of various thicknesses? Yes

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 <sup>o</sup> .			Fathoms. Inches.	N <sup>o</sup> .	Weight lbs.
2	Fore Sails,	Chain .....	240 13/8	Bower, .....	3 } 2300 00
2	Fore Top Sails,	Hempen Stream Cable .....	80 8	Stream, .....	1 } 2200 00
2	Fore Topmast Stay Sails,	Hawser <u>chain</u> .....	80 7/8		1 } 2100 00
2	Main Sails,	Towlines .....	80 6 1/2		
2	Main Top Sails,	Warps .....	80 5	Kedge, .....	1 } 2000 00
and others as usual		All of <u>best</u> quality.	8 2		

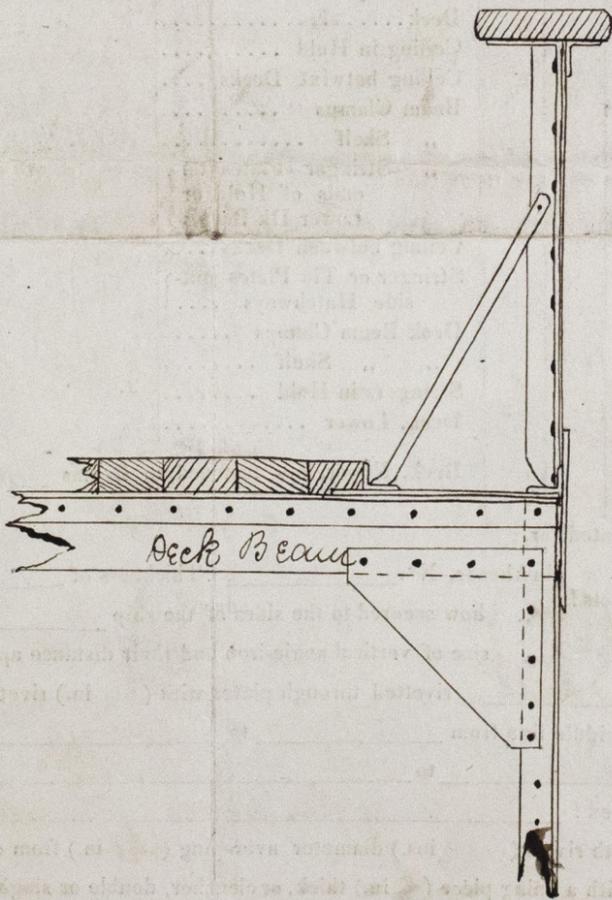
Her Standing and Running Rigging Wings & Stays sufficient in size, and good in quality.

She has one Long Boat and Skiff & Gyp

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

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 November 9<sup>th</sup> 1859
  - 2nd. On the plating during the progress of rivetting December
  - 3rd. When the beams were in and fastened, and before the decks were laid ditto
  - 4th. When the ship was complete, and before the plating was finally coated January 1860
  - 5th. After the ship was launched Feb<sup>r</sup> 22<sup>nd</sup> 1860



In what manner are the surfaces preserved from oxidation? Red Lead

I am of opinion this Vessel should be classed 12 A-1

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

Order No. 902 Special .....£ 24 : 4 : "

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

Committee's Minute 2<sup>nd</sup> March 1860

Character assigned 1 for 12 Years

*Build of Iron*

*Thomas Lawrence*  
*S. Darling*  
*W. Boumwell*

*I concur with above recommendation*

*3 Mar 1860*



Lloyd's Register Foundation