

# 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 484 Built at Lundenland  
 When Built 1859 & 60 By whom built J. R. Oswald Owners Yampenay & Co  
 Port belonging to London Destined Voyage While Building  
 If Surveyed Afloat or in Dry Dock While Building Launched 21<sup>st</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.
150	2		27	6		17				
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 in Ship.	Inches required per Rule.	Inches in Ship.	Inches required per Rule.
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 1/4	1/16				
depth and thickness of Floor Plate at mid line	18		8 1/16	17		8 1/16				
depth and thickness of Floor Plate at Bilge Keelson	7 1/2		8 1/16	2 3/4		8 1/16				
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	6 1/16				
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	1/16				
Beams, Deck (No. <u>42</u> ) double Angle Iron Bulb Iron with double Angle Iron on top	3	2 1/2	5 1/16	3	2 1/4	5 1/16				
depth & thickness of plate amidships	7 1/2		8 1/16	6 1/8		8 1/16				
double or single Angle Iron, on lower edge	Bulb									
average space between	3 feet		3 feet							
if wood (No. ) sided & moulded										
Hold, or Lower Deck (No. <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	5 1/16				
depth & thickness of plate amidships	7 1/2		8 1/16	6 1/8		8 1/16				
double or single Angle Iron, on lower edge	Bulb									
average space between	3 & 6 feet		3 & 6 feet							
if wood (No. ) sided & moulded										
Paddle, wood, sided and moulded or if iron, size of Plate										
Keelson, wood, sided & moulded, iron, size of Intercoastal plate, if Box, give sketch & dimensions	26		8 1/16	21		8 1/16				
Side or Bilge	3	4	6 1/16	3	4	6 1/16				
Number	100									
Transoms, material <u>Iron</u> or, if none, in what manner compensated for.										
Knight-heads <u>Engl Oak</u>										
Hawse Timbers <u>Engl Oak</u> are they free from defects?										
Bulkheads, No. <u>Two</u> Thickness of <u>5 1/16</u>										
how secured to the sides of the ship <u>Riveted between frames</u>										
size of vertical angle iron and their distance apart <u>3 x 2 1/2 x 1/16 - 2 feet 6 ins</u>										
The Frames or Ribs extend in one length from <u>Keel</u> to <u>Gunnwale</u> 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 <u>Bilge</u> to <u>Bilge</u>										
on the frames " " from <u>Middle Line</u> to <u>Gunnwale</u>										
Keelson, how are the various lengths of plates or angle irons connected? <u>By 4 angle irons and Angle Iron properly shifted</u>										
Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets (1/4 in.) diameter averaging (4 1/2 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 clench, double or single rivetted; rivets (3/4 in.) diameter, averaging (3 ins.) from centre to centre of rivets.										
Butts from Keel to turn of bilge, worked carvel with a lining piece (10 1/2 x 3/16) thick, double or single rivetted; rivets (3/4 in.) diameter, averaging (3 ins.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? <u>No</u>										
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? <u>No</u>										
Butts from bilge to planksheers, worked carvel with a lining piece (8 1/2 x 1/16) thick, or clench, double or single rivetted; rivets (3/4 in.) diameter, averaging (3 ins.) from centre to centre of rivets. Breadth of laps in double rivetting { } Breadth of laps in single rivetting { } of rivets.										
Planksheer, how secured to the plating of the sides										
Waterway " " planksheer and to the Beams										
Side trussing breadth and thickness of plates how secured?										
Deck trussing " " " "										
Deck Beams, how secured to the side? <u>By Knee Plates rivetted to frames</u>										
Hold or Lower Deck " " " "										
Paddle " " " "										
No. of breasthooks <u>Five</u> crutches <u>Two</u> how are pointers compensated? <u>Round Stem framed complete</u>										
What description of iron is used for the angle iron and plate iron in the vessel? <u>Durham Iron</u> Builder's Signature <u>W. D. W. &amp; Co</u>										
<u>6 1/2 Beales &amp; Hawks &amp; Co</u>										



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

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.
2	Fore Sails,	Chain .....	240 13/8	Bower, .....	3 { 2300 lb 2200 lb 2100 lb
2	Fore Top Sails,	Hempen Stream Cable .....	80 8	Stream, .....	1 1/2 200
2	Fore Topmast Stay Sails,	Hawser ... chain .....	80 7/8	Kedge, .....	1 200 lb
2	Main Sails,	Towlines .....	80 6 1/2		
2	Main Top Sails,	Warps .....	80 5		
and others as usual		All of <u>best</u> quality.	2		

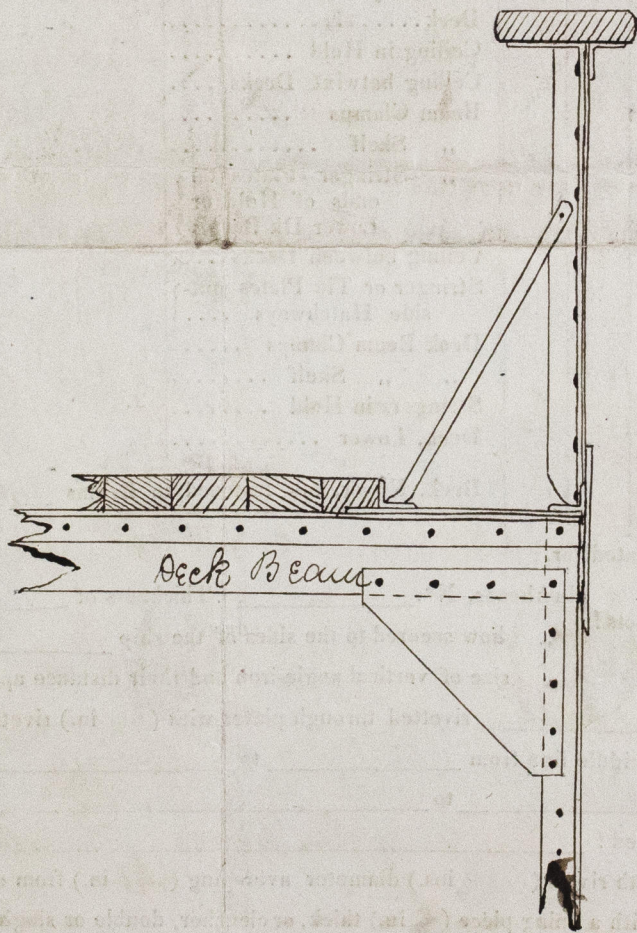
Her Standing and Running Rigging Wine & Hemp sufficient in size, and good in quality.

She has one Long Boat and 1 Kiff & 1 Cy

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



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) .....£ " : " : "

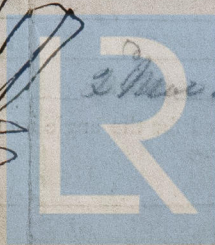
Committee's Minute 2<sup>nd</sup> March 1860

Character assigned A 1 for 12 Years

Thomas Lawrence  
S. Darling  
W. Bouwmeester

I concur in the above recommendation

3 March 1860



Lloyd's Register Foundation