

# IRON SHIPS.

No. 1655 Survey held at Belfast Date 31<sup>st</sup> March 1860  
 on the Iron Screw Barge "Syrian" Master -  
 Tonnage Gross 1402 - 22 Engine Room - Register - Built at Belfast Launched 26<sup>th</sup> March  
 When Built 1860 By whom built E. J. Harland Owners John Dickey Sons & Co  
 Port belonging to Liverpool Destined Voyage Greenock  
 Surveyed Afloat or in Dry Dock Specialty Surveyed 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.	
.....	27	5	.....	34	-	.....	22	11	.....	.....	
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, N bar iron, moulding and thickness	Inches in Ship.	9	3	9	3
Floors, Size of Angle Iron, and No. / at bottom of Floor Plate	Inches in Ship.	5	Inches in Ship.	3 1/2	16ths required per Rule.	if plate iron, breadth and thickness	Inches in Ship.	10	6	9	3
depth and thickness of Floor Plate at mid line	Inches in Ship.	23	Inches in Ship.	16	16ths required per Rule.	Stern-post, N bar iron, moulding and thickness	Inches in Ship.	13	6	9	3
depth and thickness of Floor Plate at Bilge Keelson	Inches in Ship.	7	Inches in Ship.	16	16ths required per Rule.	if plate iron, breadth and thickness	Inches in Ship.	9	3	9	3
Size of Reversed Angle Iron, and No. 2 at top of Floor Plate	Inches in Ship.	3 1/2	Inches in Ship.	3	16ths required per Rule.	Keel, N bar iron, depth and thickness	Inches in Ship.	9	3	9	3
Frames, Size of Angle Iron, single or double	Inches in Ship.	5	Inches in Ship.	3 1/2	16ths required per Rule.	if plate iron, breadth and thickness	Inches in Ship.	9	3	9	3
Reversed Iron, N to every frame or every frame	Inches in Ship.	3 1/2	Inches in Ship.	3	16ths required per Rule.	Garboard Plates, thickness	Inches in Ship.	15	16	15	16
Beams, Deck (N°) double Angle Iron or Bulb Iron with double Angle Iron on top	Inches in Ship.	3	Inches in Ship.	3	16ths required per Rule.	From Garboard to upper part of Bilge	Inches in Ship.	13	16	13	16
depth & thickness of plate amidships	Inches in Ship.	1	Inches in Ship.	16	16ths required per Rule.	From upper part of Bilge to Sheerstrakes	Inches in Ship.	11	16	11	16
double or single Angle Iron	Inches in Ship.	35	Inches in Ship.	35	16ths required per Rule.	Sheerstrakes	Inches in Ship.	13	16	13	16
average space between	Inches in Ship.	3	Inches in Ship.	3	16ths required per Rule.	Breadth & thickness of Butt Straps to outside plating	Inches in Ship.	12 1/2	15 1/2	12 1/2	15 1/2
if wood (N°) sided & moulded	Inches in Ship.	3	Inches in Ship.	3	16ths required per Rule.	Planksheers	Inches in Ship.	25	16	25	16
Hold, or Lower Deck (N°)	Inches in Ship.	1	Inches in Ship.	16	16ths required per Rule.	Gunwale Plate or Stringer on ends of Up. Dk Beams	Inches in Ship.	5 1/2	4 1/2	5 1/2	4 1/2
double Angle Iron or Bulb Iron with double Angle Iron on top	Inches in Ship.	3	Inches in Ship.	3	16ths required per Rule.	Angle Iron on ditto	Inches in Ship.	4	4	4	4
depth & thickness of plate amidships	Inches in Ship.	1	Inches in Ship.	16	16ths required per Rule.	Waterway	Inches in Ship.	2 1/2	2	2 1/2	2
double or single Angle Iron	Inches in Ship.	35	Inches in Ship.	35	16ths required per Rule.	Deck	Inches in Ship.	4	4	4	4
average space between	Inches in Ship.	3	Inches in Ship.	3	16ths required per Rule.	Ceiling in Hold	Inches in Ship.	2 1/2	2	2 1/2	2
if wood (N°) sided & moulded	Inches in Ship.	1	Inches in Ship.	16	16ths required per Rule.	Ceiling betwixt Decks	Inches in Ship.	2	2	2	2
Paddle, wood, sided and moulded or if Iron, size of Plate	Inches in Ship.	20	Inches in Ship.	18	8/16	Beam Clamps	Inches in Ship.	5 1/2	4 1/2	5 1/2	4 1/2
Engine Iron Box	Inches in Ship.	3 1/2	Inches in Ship.	3	16ths required per Rule.	Shelf	Inches in Ship.	25	16	25	16
Keelson, wood, sided & moulded, iron, size of plate, if Box, give sketch & dimensions	Inches in Ship.	3 1/2	Inches in Ship.	3	16ths required per Rule.	Stringer Plates on ends of Hold or Lower Dk Beams	Inches in Ship.	24	8	24	8
Side or Bilge	Inches in Ship.	3 1/2	Inches in Ship.	3	16ths required per Rule.	Ceiling between Decks	Inches in Ship.	5 1/2	4 1/2	5 1/2	4 1/2
Number	Inches in Ship.	3 1/2	Inches in Ship.	3	16ths required per Rule.	Stringer or Tie Plates out- side Hatchways	Inches in Ship.	3	3	3	3
	Inches in Ship.	3 1/2	Inches in Ship.	3	16ths required per Rule.	Deck Beam Clamps	Inches in Ship.	5 1/2	4 1/2	5 1/2	4 1/2
	Inches in Ship.	3 1/2	Inches in Ship.	3	16ths required per Rule.	Shelf	Inches in Ship.	25	16	25	16
	Inches in Ship.	3 1/2	Inches in Ship.	3	16ths required per Rule.	Stringers in Hold	Inches in Ship.	24	8	24	8
	Inches in Ship.	3 1/2	Inches in Ship.	3	16ths required per Rule.	Deck, Lower	Inches in Ship.	5 1/2	4 1/2	5 1/2	4 1/2
	Inches in Ship.	3 1/2	Inches in Ship.	3	16ths required per Rule.	Deck, Upper, how fastened to Beams	Inches in Ship.	3	3	3	3

Transoms, material Iron or, if none, in what manner compensated for.  
 Knight-heads Iron Bulkheads, N° 5<sup>th</sup> Main Deck Thickness of 1/2  
 Hawse Timbers Iron are they free from defects? how secured to the sides of the ship Rivetted between two frames  
 The Frames or Ribs extend in one length from Keel to Gunwale rivetted through plates with ( 7/8 in.) rivets, about ( 6 in.) apart.  
 The reverse angle irons on the floors extend in one length across the middle line from 3 1/2 to 4 feet to on each side alternately to hold Beams  
 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 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 ins.) from centre to centre of rivets.  
 Butts from Keel to turn of bilge, worked carvel with a lining piece ( 1 3/4 x 1 1/2 ) thick, double or single rivetted; rivets ( 7/8 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? 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 ( 1/2 ) thick, or clencher, double or single rivetted; rivets ( 7/8 in.) diameter averaging ( 3 ins.) from centre to centre of rivets. Breadth of laps in double rivetting ( 4 1/2 ) Breadth of laps in single rivetting ( in )  
 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 Beam ends turned, Knee plates & Rivetted to frames  
 Deck Beams, how secured to the side? The same as above, and diagonal trussing to mast & Stringer plates  
 Hold or Lower Deck the same as above, and diagonal trussing to mast & Stringer plates  
 Paddle the same as above, and diagonal trussing to mast & Stringer plates  
 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



2118. 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 <sup>o</sup> .			Fathoms. Inches.	N <sup>o</sup> .	Weight.
	Fore Sails,	Chain .....			Bower, .....
	Fore Top Sails,	Hempen Stream Cable .....			
	Fore Topmast Stay Sails,	Hawser .....			Stream, .....
	Main Sails,	Towlines .....			
	Main Top Sails,	Warp .....			Kedge, .....
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	<u>Specially Surveyed</u>
	3rd.	When the beams were in and fastened, and before the decks were laid	<u>While Building</u>
	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  $\frac{1}{2}$  in thick connecting the two garboard strakes, Double sheerstrake  $\frac{1}{2}$  in tapering to  $\frac{9}{16}$  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 inches tapering to 9 in at ends  $\frac{1}{2}$  in for 186 feet amidships rivetted to stringer-  
 Be plates on main deck beams  $24 \times \frac{1}{2}$  in tapering to 18 inches at ends, two angle irons on lower deck beams amidships  $3 \times 3 \times \frac{1}{2}$  in, also diagonal plates, at masts and fore hatch  $12 \times \frac{1}{2}$  in  
 And in place of Intercoastal keelson between bidge and Centre, she has  $9 \times \frac{1}{2}$  in Built Iron rivetted between  $5\frac{1}{2} \times 4\frac{1}{2} \times \frac{1}{2}$  in angle iron for 130 feet amidships, and the angle irons connected to the ends, rivetted back to back, The Ridge keelsons has  $9 \times \frac{1}{2}$  in Built Iron rivetted between the angle irons 100 feet amidships

She was towed from this Port to Greenock April 1<sup>st</sup> 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 platt with Day & Co's Patent Marine Cement to turn of bidge  
 I am of opinion this Vessel should be classed 12 A

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

Special .....£ 74 : 12 :

Certificate (if required) .....£ : :

Committee's Minute 17<sup>th</sup> April 1865

Character assigned Δ - for 12 years

Built by J. & C. Linton

I concur in the above recommendation

Wm. Linton 1865 J. L.

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