

IRON SHIPS.

No. 166 Survey held at Belfast
on the Ship "Jane Porter"

Date 15th September

1860

Master J. Mc Dowell

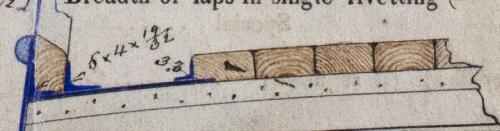
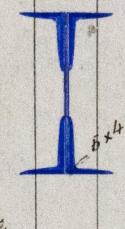
Tonnage Gross Engine Room Register 952.94 Built at Belfast & Launched 1st Sept.

When Built 1860 By whom built E. J. Warland Owners Robert Horry & Sons

Port belonging to Belfast Destined Voyage India via Greenock

If Surveyed Afloat or in Dry Dock Specially Surveyed while Building

Lengt aloft	Feet. Inches.	Extreme Breadth	Feet. Inches.	Depth from top of Upper Deck	Feet. Inches.	Power of Engines	Horse No.
				Beam to top of Floor			
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	Inches in Ship.		Inches required per Rule.				
Floors, Size of Angle Iron, and No. 1 at bottom of Floor Plate	4½	3	8	4¾	3	8	3
,, depth and thickness of Floor Plate at mid line	22	-	4½	21½	4½		
,, depth and thickness of Floor Plate at Bilge Keelson	7½	-	4½				
Size of Reversed Angle Iron, and No. 2 at top of Floor Plate	3½	3	7½	3¼	3	8	3
Frames, Size of Angle Iron, single or double	14½	3	8	4¾	3	8	3
,, Reversed Iron, X to every frame or every frame	3½	3	7½	3¼	3	8	3
Beams, Deck (No.) double Angle Iron or Bulb Iron with double Angle Iron on top	3	3	4½	3	8	8	3
,, depth & thickness of plate amidships	8	-	9½	8	-	9½	
,, double or single Angle Iron							
Bulk Iron on lower edge							
,, average space between	35						
,, if wood (Nº) sided & moulded							
Hold, or Lower Deck (Nº) double Angle Iron or Bulb Iron with double Angle Iron on top	3	3	4½	3	3	8	3
,, depth & thickness of plate amidships	8	-	9½	8	-	9½	
,, double or single Angle Iron							
Bulk Iron on lower edge							
,, average space between	35						
,, if wood (Nº) 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	11	11	11	11		
Side or Bilge	5	4	19	32	3		
Number	3	-					
Transoms, material	Iron	or, if none, in what manner compensated for.					
Knight-heads	"	"					
Hawse Timbers	"	"					
Bulkheads, N°. 3							
Thickness of	7	in					
are they free from defects?							
The Frames or Ribs extend in one length from Keel to Gunwale riveted 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 3½ to 4 feet on to each side alternately to hold Keel & Gunwale							
,, on the frames,, from to							
Keelson, how are the various lengths of plates or angle irons connected? With butt stumps and double riveted							
Plates, Garboard, double or single riveted to keel & at upper edge, with rivets (1/2 to 1 ins.) diameter averaging (4 in.) from centre to centre of rivet.							
,, Edges from Garboards to upper part of bilge, worked carvel with a lining piece (ins.) thick, or clencher, double or single riveted; rivets (1/8 in.) diameter, averaging (3 ins.) from centre to centre of rivets.							
,, Butts from Keel to turn of bilge, worked carvel with a lining piece (12/13 ins.) thick, double or single riveted; 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 stake below? alternately							
,, Edges from bilge to planksheer, worked carvel with a lining piece (ins.) thick, double or single riveted; rivets (11/8 in.) diameter, averaging (3 ins.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the stake below? alternately							
,, Butts from bilge to planksheer, worked carvel with a lining piece (1/6 ins.) thick, or clencher, double or single riveted; rivets (7/8 in.) diameter averaging (3 ins.) from centre to centre of rivets. Breadth of laps in double rivetting (4½ in.) Breadth of laps in single rivetting (—)							
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?							
Hold or Lower Deck	,,	The same as above and diagonal trussing to mast & stringer plates					
Paddle	,,						
No. of breasthooks	4	cratches	4	how are pointers compensated?	By plate iron riveted to frames		
What description of iron is used for the angle iron and plate iron in the vessel?							



2261 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 riveted 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 fay 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.

N ^o .	
2	Fore Sails,
2	Fore Top Sails,
2	Fore Topmast Stay Sails,
1	Main Sails,
2	Main Top Sails,
	and will found in other sails

CABLES, &c.

	Fathoms.	Inches.
Chain	300	1 $\frac{1}{2}$
Hempen Stream Cable	90	1
Hawser	90	9
Towlines		
Warp	90	5 $\frac{1}{2}$
All of Good quality.		

ANCHORS, and their weights.

N ^o .	Weight. cwt.
1	30.3.15
1	29.0.11
1	9.13
1	4.2.0
1	2.3.18

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

She has two Long Boat and three others

The present state of the Windlass is Good Capstan Fairly Good and Rudder Good Pumps Fairly 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
 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 } Specially surveyed while Building

There are four spaces on each side which forms the Blanksheer between the angle iron's on the main deck of this vessel, which has been filled up with Portland Cement for experiment.

The stronger plates on ends of upper deck beams. I objected to them are not exactly fitted home in some places as the Rules require being about $\frac{1}{2}$ an Inch to $\frac{3}{4}$ from the sheerstrake, but with that objection, the workmanship throughout is very good.

She left this on the 15th in tow of a steamer for Greenock with only her lower Masts stepped, and there to be fitted out.

By three Coats of Red & White Lead mixed, and

In what manner are the surfaces preserved from oxidation? Coated to the load water mark with Magazine Grease, and above with black paint. Inside Coated with best Portland Cement to turn of bilge & from thence upwards, with Red & White Lead mixed.

I am of opinion this Vessel should be classed 12A

The amount of the Fee £ 5 : 0 : 0 is received by me,

Special £ 47 : 12 : 6

Certificate (if required) £ 52 : 12 : 6

Committee's Minute 5th October 1865

Character assigned A - for 12 Years
 Built at



Lloyd's Register
 Foundation

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