

# IRON SHIPS.

No. 1667 Survey held at Belfast Date 15<sup>th</sup> September 1860  
 on the Ship "Jane Porter" Master J. McDowell  
 Tonnage Gross            Engine Room            Register Q 52.94 Built at Belfast Launched 1<sup>st</sup> Sept  
 When Built 1860 By whom built E. J. Harland Owners Robert Lanyon & Sons  
 Port belonging to Belfast Destined Voyage India via Greenock  
 If Surveyed Afloat or in Dry Dock Specially Surveyed while Building

Length	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth from top of Upper Deck	Feet.	Inches.	Power of Engines	Horse No.
Length	200	6	32			21	6			
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	18		18							
Floors, Size of Angle Iron, and No. 1 at bottom of Floor Plate	4 1/2	3	8 1/2	4 3/4	3	8 1/2				
depth and thickness of Floor Plate at mid line	22		4 1/2	21 1/2	4 1/2					
depth and thickness of Floor Plate at Bilge Keelson	7 1/2		4 1/2							
Size of Reversed Angle Iron, and No. 2 at top of Floor Plate	3 1/2	3	7 1/2	3 1/4	3	7 1/2				
Frames, Size of Angle Iron, single or double	4 1/2	3	8 1/2	4 3/4	3	8 1/2				
Reversed Iron, to every frame or every frame	3 1/2	3	7 1/2	3 1/4	3	7 1/2				
Beams, Deck (No. ) double Angle Iron or Bulb Iron with double Angle Iron on top	3	3	4 1/2	3	3	4 1/2				
depth & thickness of plate amidships	8		9 1/2	8		9 1/2				
double or single Angle Iron, Bulk Iron on lower edge	35									
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	4 1/2	3	3	4 1/2				
depth & thickness of plate amidships	8		9 1/2	8		9 1/2				
double or single Angle Iron, Bulk Iron on lower edge	35									
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		14 1/2							
Side or Bilge	5	4	19 1/2	3						
Number	3									
Transoms, material <u>Iron</u> or, if none, in what manner compensated for.										
Knight-heads										
Hawse Timbers										
Bulkheads, No. <u>3</u> Thickness of <u>7/16 in</u>										
are they free from defects?										
how secured to the sides of the ship										
size of vertical angle iron and their distance apart										
The Frames or Ribs extend in one length from <u>Keel</u> to <u>Gunwale</u> rivetted through plates with ( <u>7/8 in.</u> ) rivets, about ( <u>6 in.</u> ) apart.										
The reverse angle irons on the floors extend in one length across the middle line from <u>3/4 in.</u> to <u>each side alternately to hold down Gunwale</u>										
on the frames										
Keelson, how are the various lengths of plates or angle irons connected?	<u>With butt straps and double rivetted</u>									
Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets ( <u>1 1/4 in.</u> ) diameter averaging ( <u>4 in.</u> ) from centre to centre of rivet.										
Edges from Garboards to upper part of bilge, worked carvel with a lining piece ( <u>in.</u> ) thick, or <u>clencher</u> , double or single rivetted; rivets ( <u>7/8 in.</u> ) diameter, averaging ( <u>3 in.</u> ) from centre to centre of rivets.										
Butts from Keel to turn of bilge, worked carvel with a lining piece ( <u>1 1/8 in.</u> ) thick, double or single rivetted; rivets ( <u>7/8 in.</u> ) diameter, averaging ( <u>3 in.</u> ) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below?	<u>alternately</u>									
Edges from bilge to planksheer, worked carvel with a lining piece ( <u>in.</u> ) thick, double or single rivetted; rivets ( <u>7/8 in.</u> ) diameter, averaging ( <u>3 in.</u> ) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below?	<u>alternately</u>									
Butts from bilge to planksheers, worked carvel with a lining piece ( <u>1 1/8 in.</u> ) thick, or <u>clencher</u> , double or single rivetted; rivets ( <u>7/8 in.</u> ) diameter averaging ( <u>3 in.</u> ) from centre to centre of rivets. Breadth of laps in double rivetting ( <u>4 1/2</u> ) Breadth of laps in single rivetting ( <u>in.</u> )										
Planksheer, how secured to the plating of the sides										
Waterway										
Side trussing										
Deck trussing										
Deck Beams, how secured to the side?	<u>Beams turned knee plates rivetted to frames</u>									
Hold or Lower Deck	<u>The same as above and diagonal trussing to main stringer plates</u>									
Paddle										
No. of breasthooks	<u>4</u> crutches <u>4</u> how are pointers compensated? <u>By plate iron rivetted to frames</u>									
What description of iron is used for the angle iron and plate iron in the vessel?	<u>Staffordshire</u>									





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 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.
2	Fore Sails,	Chain .....	300	1 1/2	Bower, <u>Wootnam's Patent</u> ...	1	36.3.15
2	Fore Top Sails,	<del>Chain</del> Stream Cable .....	90	1		1	29.0.11
2	Fore Topmast Stay Sails,	Hawser .....	90	9	Stream, <u>Wootnam's Patent</u> ...	1	9.1.3
1	Main Sails,	Towlines .....					
2	Main Top Sails,	Warp .....	90	5 1/2	Kedge, <u>Wootnam's Patent</u> ...	1	42.0.0
	and well found in other parts	All of <u>Good</u> quality.				1	2.3.18

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

She has one Long Boat and three others

The present state of the Windlass is Good Capstan in Good and Rudder Good Pumps Four 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	} <u>Specially Surveyped</u> <u>While Building</u>
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	

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

The stringer plates on ends of upper deck beams. I objected to they are not exactly fitted home in some places as the Rules require being about 1/2 an inch to 3/4 from the sheerstrake, but with that objection, the workmanship throughout is very good.

She left this on the 15<sup>th</sup> in tow of a Steamer for Greenock with only her lower masts stepped, and there to be fitted out.

In what manner are the surfaces preserved from oxidation? By three coats of Red & White Lead mixed, and coated to the low water mark with Magis's 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 12 A

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

Special .....£ 47 : 12 : 6

Certificate (if required) .....£ 52 : 12 : 6

Committee's Minute 5 September 1865

Character assigned A - for 12 Years



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Foundation