

IRON SHIPS.

No. 1178 Survey held at Belfast Date 31st January 1861
 on the Iron Screw Schooner "Grecian" Master —
 Tonnage Gross 185 1/4 Engine Room 299. 29 Register 1555 Built at Belfast Launched 12th Jan'y.
 When Built 1861 By whom built E. J. Harland Owners John Robby & Co.
 Port belonging to Liverpool Destined Voyage —
 If Surveyed Afloat or in Dry Dock Specially 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.
	31	3	34	1/2	24	11 1/2			235	
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. 1 at bottom of Floor Plate	5	3 1/2	4 1/2	5 1/2	3 1/2	4 1/2				
„ depth and thickness of Floor Plate at mid line	25	1 1/2	1 1/2	2 1/2	1 1/2	1 1/2				
„ depth and thickness of Floor Plate at Bilge Keelson	9 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2				
„ Size of Reversed Angle Iron, and No. 2 at top of Floor Plate	3 1/2	3	4	3 1/2	9 1/2	9 1/2				
Frames, Size of Angle Iron, single or double	5	3 1/2	4 1/2	5 1/2	3 1/2	4 1/2				
„ „ Reversed Iron, if to every frame or every frame	3 1/2	3	4	3 1/2	9 1/2	9 1/2				
Beams, Deck (No.) double Angle Iron or Bulb Iron with double Angle Iron on top	3 1/4	3	4 1/2	5 1/2	3 1/2	4 1/2				
„ „ depth & thickness of plate amidships	6	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2				
„ „ double or single Angle Iron, on lower edge	35	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2				
„ „ average space between	35	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2				
„ „ if wood (No.) sided & moulded	3 1/4	3	4 1/2	5 1/2	3 1/2	4 1/2				
„ Hold, or Lower Deck (No.) double Angle Iron or Bulb Iron with double Angle Iron on top	6	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2				
„ „ depth & thickness of plate amidships	35	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2				
„ „ double or single Angle Iron, on lower edge	35	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2				
„ „ average space between	35	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2				
„ „ if wood (No.) sided & moulded	20	17	8 1/2	10	17	8 1/2				
„ Paddle, wood, sided and moulded or if Iron, size of Plate	20	17	8 1/2	10	17	8 1/2				
„ Engine	20	17	8 1/2	10	17	8 1/2				
Keelson, wood, sided & moulded, iron, size of plate, if Box, give sketch & dimensions	20	17	8 1/2	10	17	8 1/2				
„ Side or Bilge	20	17	8 1/2	10	17	8 1/2				
„ Number	5	3	4	5	3	4				

Transoms, material Iron or, if none, in what manner compensated for. —
 Knight-heads „ Iron Bulkheads, No. 5 1/2 Main deck Thickness of 1 1/2 in.
 Hawse Timbers „ Iron are they free from defects? — how secured to the sides of the ship Riveted between two frames
 „ size of vertical angle iron and their distance apart 3 1/2 in. apart
 The Frames or Ribs extend in one length from Keel to General rivetted through plates with (1 in.) rivets, about (6 in.) apart.
 The reverse angle irons on the floors extend in one length across the middle line from 1 1/2 to 4 feet on each side alternately to hold beams straight & General
 „ „ „ on the frames „ „ „ from Keel to General
 Keelson, how are the various lengths of plates or angle irons connected? With butt straps
 Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets (1 1/2 in.) diameter averaging (3 1/4 in.) from centre to centre of rivet.
 „ Edges from Garboards to upper part of bilge, worked carvel with a lining piece (1 in.) thick, or clencher, double or single rivetted; rivets (1 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 1/2 in.) thick, double or single rivetted; rivets (1 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 (1 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 1/2 in.) 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 (—)
 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 „ „ „ „ „ „ ?
 Deck Beams, how secured to the side? Beams turned knee plates rivetted to frames
 Hold or Lower Deck „ The same as above, and diagonal trussing to masts & stringer plates
 Paddle „ „ „ „ „ „
 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? Stafford district Builder's Signature E. J. Harland

2380 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 ^o .			Fathoms. Inches.	N ^o .	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 _____

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

This Vessel has the extra inside strakes as was intended, one on each side abreast of Sheerstrakes 209 feet $12\frac{1}{2}$ in. Two plates 9 feet long each, tapering at ends to $12\frac{1}{2}$ in. one on each side at orlop beams 180 feet $12\frac{1}{2}$ in. One on each side at bilge 180 feet $14\frac{1}{2}$ in. And one at middle line over keel 209 feet $14\frac{1}{2}$ in. Middle line keelson 24 $\frac{1}{2}$ inches amidships, tapering to 9 in at ends $12\frac{1}{2}$ in. An Intercostal keelson about midway between the middle line keelson and the bilge keelson, plates $4\frac{1}{2}$ to top of floors with bulb iron on top 191 feet $9 \times 8\frac{1}{2}$ Amidships, with two angle irons $5\frac{1}{2} \times 4\frac{1}{2} \times 14\frac{1}{2}$ rivetted back to back all fore & aft, Bilge keelson 152 feet bulb iron amidships, rivetted to angle irons as above, Orlop beam stringer bulb iron $9 \times 8\frac{1}{2}$ in Rivetted between two angle irons $5\frac{1}{2} \times 4\frac{1}{2} \times 14\frac{1}{2}$ abreast of Engine Room, and single from thence to the ends.

Main deck is formed of iron plates chequered, about 12 feet long & $14\frac{1}{2}$ inches wide weighing about 18 lb per square foot, Carvel plated, butts double rivetted, with straps $3\frac{1}{8}$ thick & 9 in wide, fore and aft seams single rivetted, with long pieces $4\frac{1}{2}$ in wide, rivets $5\frac{1}{8}$ and $2\frac{1}{4}$ in Centre. The recesses on top surface, 2 in square and $\frac{1}{4}$ deep, are filled in with a mixture of Portland Cement and sand prior to which all the seams are caulked.

The thin plating at each end of the Vessel, is the same as sketch sent in my letter to you, dated 5th November.

In what manner are the surfaces preserved from oxidation? The flat of bottom to round the turn of bilge is Portland Cemented, above this together with the entire outside of hull is coated thrice, with a mixture of Red & White lead paint.

I am of opinion this Vessel should be classed Please refer to former Correspondence

The amount of the Fee£ 5 : : is received by me, *Met Linton*

Special£ 92 : 14 :

Certificate (if required)£ : : :

Committee's Minute 22nd February 1861

Character assigned A - for 12 Years

Build of Iron

I find nothing in this Report nor recollect any thing in Mr Linton's Correspondence that in my opinion should prevent this Vessel from being classed 12 Years

20 Feb 1861

Mr Harland's drawing of the midships section must be kept with this Report for reference

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