

# IRON SHIPS.

Compared with the Rules and Table for 8 A grade

No. 2500 Survey held London Date Dec<sup>r</sup> 1860 to July 16<sup>th</sup> 1861  
 on the S.S. Baron Hambro Master Riches  
 Tonnage Gross 494 Engine Room 130 Register 364 Built at Deptford  
 When Built 1861 By whom built Ch<sup>s</sup> Langley Owners Langley & Co  
 Port belonging to London Destined Voyage On the building ship and in dry dock at Deptford  
 Surveyed Afloat or in Dry Dock On the building ship and in dry dock at Deptford

Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth from top of Upper Deck	Feet.	Inches.	Beam to top of Floor	Feet.	Inches.	Power of Engines	Horse No.
180			25			15						80	10

Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	Inches in Ship.	Inches required per Rule.	Stem, if bar iron, moulding and thickness	Inches in Ship.	Inches required per Rule.	16ths required per Rule.
18	18	18	if plate iron, breadth and thickness	7	1 1/2	6 1/2
Floors, Size of Angle Iron, and No. 1 at bottom of Floor Plate	3	4	Stern-post, if bar iron, moulding and thickness	7	5	6 1/2
depth and thickness of Floor Plate at mid line	19	x	Propeller, if plate iron, breadth and thickness	8	5	6 1/2
depth and thickness of Floor Plate at Bilge Keelson	4		Keel, if bar iron, depth and thickness	Sketch	6 1/2	5 1/2
Size of Reversed Angle Iron, and No. 1 at top of Floor Plate	2 3/4	2 3/4	if plate iron, breadth and thickness			
Frames, Size of Angle Iron, single or double	3	4	Garboard Plates, thickness	9/16		9/16
Reversed Iron, into every frame	2 3/4	2 3/4	From Garboard to upper part of Bilge	8/16		8/16
every other frame	2 3/4	2 3/4	From upper part of Bilge to Sheerstrakes	7/16		7/16
Beams, Deck (No. 28) double Angle Iron or Bulb Iron with double Angle Iron on top	7	x	Sheerstrakes	8	8/16	8/16
depth & thickness of plate amidships	7	x	Breadth & thickness of Butt	8	9/16	9/16
double or single Angle Iron, on lower edge	2 1/2	2 1/2	Straps to outside plating	3	3	3
average space between	3	gut.	side plating to main deck			
if wood (No.) sided & moulded			Planksheers			
Hold, or Lower Deck (No.)			Gunwale Plate or Stringer on ends of Up. Dk Beams	20	7/16	18 3/4
4 double Angle Iron or Bulb Iron with double Angle Iron on top	6 x 3 x 8		Angle Iron on ditto	3 1/2 x 3 1/2	3 1/2	2 3/4 x 9/16
depth & thickness of plate amidships			Waterway angle iron	3 x 3	3	3
double or single Angle Iron, on lower edge	3 1/2 x 6 1/2		Deck	3	3	3
average space between			Ceiling in Hold	2	to bilges	
if wood (No.) sided & moulded			Ceiling betwixt Decks			
Paddle, wood, sided and moulded or if Iron, size of Plate			Beam Clamps			
Engine			Shelf			
Keelson, wood, sided & moulded, iron, size of plate, if Box, give sketch & dimensions	See sketch		Stringer Plates on ends of Hold or Lower Dk Beams	20	x	7/16 18 3/4 7/16
Side or Bilge	3 1/2 3 1/2 9/16 3 1/2 2 3/4 9/16		Ceiling between Decks			
Number			Stringer or Tie Plates outside Hatchways	9	x	9/16 9 3/8 x 7/16
			Deck Beam Clamps			
			Shelf			
			Stringers in Hold			
			Deck, Lower			
			Deck, Upper, how fastened to Beams			By screw and nut below.

Transoms, material or, if none, in what manner compensated for.

Knight-heads Iron Plate Bulkheads, No. 3 to Deck 1 Thickness of 5/16

Hawse Timbers And Chocks are they free from defects? Yes how secured to the sides of the ship By frame, broad lines and Brackets

The Frames or Ribs extend in one length from middle line to gunwale rivetted through plates with (3/4 in.) rivets, about (6 to 7) apart.

The reverse angle irons on the floors extend in one length across the middle line from bulb plate to 6" above the stold beam stringer

Keelson, how are the various lengths of plates or angle irons connected? skipped, and by Butt straps double rivetted

Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets (3/4 in.) diameter averaging (3/4, 3 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 (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 (9/16, 3/4) 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? no.

Edges from bilge to planksheer, worked carvel with a lining piece (1 in.) thick, double or single rivetted; rivets (3/4 in.) diameter, averaging (2 3/4 in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? yes

Butts from bilge to planksheers, worked carvel with a lining piece (9/16, 3/4) thick, or clencher, double or single rivetted; rivets (3/4 in.) diameter averaging (3 ins.) from centre to centre of rivets. Breadth of laps in double rivetting (3 1/2 in.) Breadth of laps in single rivetting (2 1/4)

Planksheer, how secured to the plating of the sides { Explain by sketch, } See sketch

Waterway " " planksheer and to the Beams { if necessary. }

Side trussing breadth and thickness of plates how secured?

Deck trussing Or diagonal plates from side to side, 3 pairs of 9 in x 3/16

Deck Beams, how secured to the side? Iron rivetted to frame and by the Deck stringer

Hold or Lower Deck "

Paddle "

No. of breasthooks crutches how are pointers compensated? All fore & aft ties are connected

What description of iron is used for the angle iron and plate iron in the vessel? Shelton Bar Comp<sup>d</sup> Staffordshire Builder's Signature Chas Langley

2506 En

**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? 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 in the ends of butts

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 .....	200	1 1/4	Bower, .....	1	15.0.0
/	<del>Fore Stay Sail</del>	Hempen Stream Cable .....	90	8"		1	17.0.0
/	Fore Top Sails,	Hawser .....	90	5"	Stream, .....	1	20.0.0
/	<del>Fore Top Gaff Sail</del>	Towlines .....					
/	Fore Topmast Stay Sails,	Warp .....			Kedge, .....	2	3.0.0
/	Main Sails,	All of <u>Good</u> quality.					
/	Main Top Sails,						
	and 1 <u>Sail 19 fathoms</u>						

Her Standing and Running Rigging hemp sufficient in size and new good in quality.

She has \_\_\_\_\_ Long Boat and \_\_\_\_\_

The present state of the Windlass is good Capstan \_\_\_\_\_ and Rudder good Pumps 2 Iron

main piece of 10.0.0

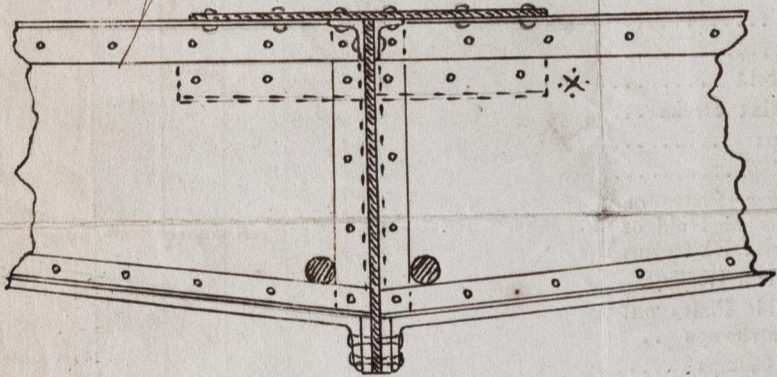
4 1/2 at head

13 at heel

**General Remarks, Statement and Date of Repairs, extent of corrosion (if any) both internally and externally, and condition of rivets.**

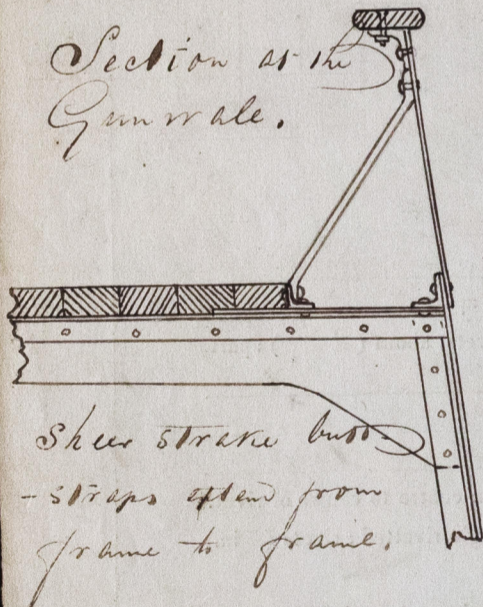
DATES of Surveys held while building, as per Section 17. {  
 1st. On the several parts of the frame, when in place, and before the plating was wrought  
 2nd. On the plating during the progress of rivetting  
 3rd. When the beams were in and fastened, and before the decks were laid  
 4th. When the ship was complete, and before the plating was finally coated  
 5th. After the ship was launched

Section at middle line for Bul and Nelson.



Vertical middle plate  $2'' \times 2'' \times \frac{3}{16}$   
 Side plates to Bul  $7'' \times \frac{7}{8}$   
 Fore app plate on top of floors  $2'' \times 2'' \times \frac{3}{16}$   
 " " " angle iron on top of Bul plate  $3 \frac{1}{2}'' \times \frac{1}{2}''$   
 \* Pieces of angle iron through Bul plate  $2 \frac{3}{4}'' \times 2 \frac{3}{4}'' \times \frac{1}{2}''$

Section at the Gunwale.



Sheer strake but  
-straps extend from  
frame to frame.

In what manner are the surfaces preserved from oxidation?

By roll lead, paint and Portland Cement

I am of opinion this Vessel should be classed 9 A 1

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

Special .....£ 24 : 14 : -

Certificate (if required) .....£ : : -

Committee's Minute 9<sup>th</sup> August 1861

Character assigned 1 for 9 years

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