

# IRON SHIPS.

No. 1603 Survey held at Belfast Date 10<sup>th</sup> August 1861  
 on the Iron Screw Steamer Egyptian Master

Tonnage Gross 1986.38 Engine Room 296.66 Register 1689.72 Built at Belfast Launched 1861  
 When Built 1861 By whom built E. J. Harland Owners John Bibby Sons & Co

Port belonging to Liverpool Destined Voyage

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.
	33	4	34			24	1	4		
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.	16ths required per Rule.	Stem, N bar iron, moulding and thickness	Inches in Ship.	16ths in Ship.	Inches required per Rule.	16ths required per Rule.
	18	18				" if plate iron, breadth and thickness	9	3	10	3
Floors, Size of Angle Iron, and No. 1 at bottom of Floor Plate	Inches in Ship.	Inches in Ship.	16ths in Ship.	Inches required per Rule.	Inches required per Rule.	Stern-post, if bar iron, moulding and thickness	10	6	10	3
" depth and thickness of Floor Plate at mid line	5	3 1/2	14	5 1/2	3 1/2	" " if plate iron, breadth and thickness	13	6		
" depth and thickness of Floor Plate at Bilge Keelson	25		14			Keel, N bar iron, depth and thickness	9	3 1/2	10	3
" Size of Reversed Angle Iron, and No. 2 at top of Floor Plate	9 1/2		14			" if plate iron, breadth and thickness				
Frames, Size of Angle Iron, single or double	3 1/2	3	8 1/2	4	3 1/2	Garboard Plates, thickness	Description of Iron.			
" Reversed Iron, N to every frame or every frame	5	3 1/2	14	5 1/2	3 1/2	From Garboard to upper part of Bilge	Stafford district	1 1/2	✓	14
Beams, Deck (N°) double Angle Iron or Bulb Iron with double Angle Iron on top	3 1/2	3	8 1/2	4	3 1/2	From upper part of Bilge to Sheerstrakes		1 1/2	✓	14
" depth & thickness of plate amidships	3 1/2	3	8 1/2	4	3 1/2	Sheerstrakes		1 1/2	✓	14
" double or single Angle Iron,	3 1/4	3 1/4	4			Breadth & thickness of Butt Straps to outside plating		9 x 10	12 1/2	16
Bulb Iron on lower edge	6		14			Planksheers	Material			
" average space between	35					Gunwale Plate or Stringer on ends of Up. Dk Beams	Green heart	25 1/2	12	✓
" if wood (N°) sided & moulded						Angle Iron on ditto		5 1/2	4 1/2	
" Hold, or Lower Deck (N°)	3 1/4	3 1/4	4			Waterway	Iron			
" double Angle Iron or Bulb Iron with double Angle Iron on top	6		14			Deck	do			
" depth & thickness of plate amidships						Ceiling in Hold	Red pine & spruce	2 1/2	4	✓
" double or single Angle Iron,						Ceiling betwixt Decks	Red pine	2 1/4		
Bulb Iron on lower edge	35					Beam Clamps				
" average space between						" Shelf				
" if wood (N°) sided & moulded						" Stringer Plates on ends of Hold or Lower Dk Beams		2 1/2	12	✓
" Paddle, wood, sided and moulded or if Iron, size of Plate						Ceiling between Decks		12 3/4	12	✓
" Engine Room 20 " 1 1/4 " 8						Stringer or Tie Plates out- side Hatchways				
Keelson, wood, sided & moulded, iron, size of plate, if Box, give sketch & dimensions						Deck Beam Clamps				
" Side or Bilge						" Shelf				
" Number	5					Stringers in Hold		5 1/2	4 1/2	
						Deck, Lower	Yellow pine & spruce	3		
						Deck, Upper, how fastened to Beams				

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

Knight-heads " do are they free from defects?  
 Hawse Timbers " do

Bulkheads, N° 6 to main Thickness of 8 in  
 how secured to the sides of the ship Riveted between two frames  
 size of vertical angle iron and their distance apart 3 1/2 x 3 1/2 in apart

The Frames or Ribs extend in one length from Keel to gunwale rivetted through plates with (1 in.) rivets, about (6) 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 the beams

" " " on the frames " " " from do to do

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 1/4 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 (in.) thick, or clencher, double or single rivetted; rivets (in.) diameter, averaging (3 in.) from centre to centre of rivets.

" Butts from Keel to turn of bilge, worked carvel with a lining piece (1 1/4 in.) thick, double or single rivetted; rivets (1 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

" 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 1/4 in.) thick, or clencher, double or single rivetted; rivets (7/8 in.) diameter averaging (in.) 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 " " " " " " ?

Deck Beams, how secured to the side? Beams ends turned thru plates & rivetted to frames

Hold or Lower Deck " The same as above & diagonal trussing to masts & frames

Paddle " " " " " " ?

No. of breasthooks 5 crutches 4 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? Scott's Bars

Staffordshire plates

Builder's Signature

E. J. Harland

Lloyd's Register

Foundation

IRON435-0137



2520 Lm

**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 .....			Stream, .....
	Fore Topmast Stay Sails,	Hawser .....			Kedge, .....
	Main Sails,	Towlines .....			
	Main Top Sails,	Warp .....			
	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 a extra inside strake on each side, abreast of Sheerstrake 228 feet 12 in. two plates 9 feet long each tapering at ends to 4 1/2 x 4 1/2 in. <sup>ditto inside strake</sup> One on each side abreast of third strake, from the gunwale 14 1/2 feet 12 in. <sup>ditto inside strake</sup> One on each side opposite the ends of Orlop beam ends 202 feet 12 in. <sup>ditto inside strake</sup> One on each side at bilge 202 feet 4 1/2 in. And one at middle line over keel 224 feet 14 1/2 in. Middle line keelson 25 x 12 1/2 in. Amidships tapering to 9 in at ends. additional plate rivetted on top of keelson 254 feet 12 x 8 1/2 in amidships. An intercostal keelson about midway between the middle line keelson and the bilge keelson, plates 4 1/2 in to top of floors, with bulb iron on top 205 feet 9 x 8 1/2 in amidships, with two angle bars 5 1/2 x 4 1/2 x 19 1/2 in rivetted back to back, all fore and aft. Bilge keelson 168 feet bulb iron amidships, rivetted to angle bars as above, Orlop beam stringer of bulb iron 8 x 12 in rivetted between two angle bars 5 1/2 x 4 1/2 x 19 1/2 in 135 feet on each side amidships, and single from thence to the ends. Upper deck is formed of iron plates. Chequered about 12 feet long and 1 1/2 inches wide weighing about 18 lb per square foot. Carvel plated, both double & triple rivetted, and abreast of hatchways, quadrupled rivetted, with lining piece 3/8 thick 9.13 x 18 in wide, fore and aft seams, single rivetted, with long pieces 4 1/4 in wide, rivets 5/8 and 2 1/4 in center. The recesses on top surface 2 in square and 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 this vessel, is the same thickness as on the Grecian Italian. The Iron and Workmanship are excellent.

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

I am of opinion this Vessel should be classed 12A

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

Special .....£ 99 : 6 :

Certificate (if required) .....£ 104 : 6 :

Committee's Minute 20th August 1861

Character assigned A for 12 Years

I concur in the above recommendation

19th Aug 61

Referred to the Register with the Foundation