

2641 IRON SHIPS.

2737
[Signature]

London Date 16th July 81 to 13th Aug 1882

Master *Annette* Jones

Gross Tonnage 740 ⁷⁷/₁₀₀ Engine Room 194 ¹⁰/₁₀₀ Register 546 ⁵⁰/₁₀₀ Built at Millwall

When Built 1867 By whom built *J. Scott Russell & Co.* Owners *A. Rimmington*

Port belonging to *London* Destined Voyage *for Australia*

If Surveyed Afloat or in Dry Dock *While building & in East India docks*

| 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. |
|---|----------------|-----------------|--------------------------|--|---|------------------|-----------|
| 201 | 7 | 30 | | 16 | 6 | 100 | |
| | | | | <i>Do to Bottom plating 18.1</i> | | | |
| LONGITUDINAL | | | | | | | |
| Distance of Frames or Ribs from moulding edge to moulding edge, <i>Do if after vertical frames</i> | Inches in ship | | Inches required per Rule | | Stem, if bar iron, moulding and thickness | | |
| 32 | 32 | | 10 | | 6 x 2 | | |
| Floors, Size of Angle Iron, and No. at bottom of Floor Plate | Inches in ship | | Inches required per Rule | | Stern-post, if bar iron, moulding and thickness | | |
| 1 | 32 | | 8 1/6 | | 10 x 3 1/2 | | |
| depth and thickness of Floor Plate at Web next mid line | 17 1/2 | | 8 1/6 | | Keel, if bar iron, moulding and thickness | | |
| 15 | 14 | | 8 1/6 | | if plate iron, breadth and thickness | | |
| 14 | 3 | | 3 1/6 | | Description of Iron | | |
| 3 | 3 | | 3 1/6 | | Butterley B.C. | | |
| 3 1/2 | 3 1/2 | | 8 1/6 | | From Garboard to upper part of Bilge | | |
| 3 | 3 | | 8 1/6 | | From upper part of Bilge to Sheerstrakes | | |
| 3 1/2 | 3 1/2 | | 8 1/6 | | Sheerstrakes | | |
| 3 | 3 | | 8 1/6 | | Breadth & thickness of Butt Straps to outside plating | | |
| 3 | 3 | | 8 1/6 | | Planksheers | | |
| 3 | 3 | | 8 1/6 | | Gunwale Plate or Stringer on ends of Up. Dk Beams | | |
| 3 | 3 | | 8 1/6 | | Angle Iron on ditto | | |
| 3 | 3 | | 8 1/6 | | Waterway | | |
| 3 | 3 | | 8 1/6 | | Deck | | |
| 3 | 3 | | 8 1/6 | | Ceiling in Hold | | |
| 3 | 3 | | 8 1/6 | | Ceiling betwixt Decks | | |
| 3 | 3 | | 8 1/6 | | Beam Clamps | | |
| 3 | 3 | | 8 1/6 | | Shelf | | |
| 3 | 3 | | 8 1/6 | | Stringer Plates on ends of Hold or Lower Dk Beams | | |
| 3 | 3 | | 8 1/6 | | Ceiling between Decks | | |
| 3 | 3 | | 8 1/6 | | Stringer or Tie Plates outside Hatchways | | |
| 3 | 3 | | 8 1/6 | | Deck Beam Clamps | | |
| 3 | 3 | | 8 1/6 | | Shelf | | |
| 3 | 3 | | 8 1/6 | | Stringers in Hold | | |
| 3 | 3 | | 8 1/6 | | Deck, Lower | | |
| 3 | 3 | | 8 1/6 | | Deck, Upper, how fastened to Beams | | |
| 3 | 3 | | 8 1/6 | | Wood deck on floor with thro & short screw bolts | | |
| Transoms, material <i>iron frame</i> , if none, in what manner compensated for. | | | | | | | |
| Knight-heads <i>Fl Galv</i> Bulkheads, N° <i>6</i> and a fore of thickness of <i>3/6</i> | | | | | | | |
| Hawse Timbers <i>Fl Galv</i> are they free from defects? <i>how secured to the sides of the ship</i> | | | | | | | |
| Longitudinal Frames or Ribs extend <i>continuously</i> from <i>Fore Bulkhead</i> to <i>After Bulkhead</i> rivetted through plates with (<i>1/8</i> in.) rivets, about (<i>6</i>) apart. | | | | | | | |
| The reverse angle irons on the floors extend in one length across the middle line from <i>Longitudinal Web</i> to <i>Longitudinal Web</i> with <i>diamond plates</i> over <i>vertical frame</i> . | | | | | | | |
| Keelson, how are the various lengths of plates or angle irons connected? <i>Butt straps double rivetted</i> | | | | | | | |
| Plates, Garboard, <i>double</i> or single rivetted to keel & at upper edge, with rivets (<i>7/8</i> ins.) diameter averaging (<i>2 3/8</i> in.) from centre to centre of rivet. | | | | | | | |
| Edges from Garboards to upper part of bilge, worked <i>carvel</i> with a lining piece (<i>1/6</i> in.) thick, <i>double</i> or single rivetted; rivets (<i>7/8</i> in.) diameter, averaging (<i>2 3/8</i> ins.) from centre to centre of rivets. | | | | | | | |
| Butts from Keel to turn of bilge, worked <i>carvel</i> with a lining piece (<i>1/6</i> in.) thick, <i>double</i> or single rivetted; rivets (<i>7/8</i> in.) diameter, averaging (<i>2 3/8</i> ins.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? <i>alternate strakes</i> | | | | | | | |
| Edges from bilge to planksheer, worked <i>carvel</i> with a lining piece (<i>1/6</i> in.) thick, <i>double</i> or single rivetted; rivets (<i>7/8</i> in.) diameter, averaging (<i>2 3/8</i> in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? <i>alternate strakes</i> | | | | | | | |
| Butts from bilge to planksheers, worked <i>carvel</i> with a lining piece (<i>1/6</i> in.) thick, <i>double</i> or single rivetted; rivets (<i>7/8</i> in.) diameter averaging (<i>2 3/8</i> ins.) from centre to centre of rivets. <i>all butts that are not crossed by a longitudinal frame, including butts before & abaft these frames, are double rivetted.</i> | | | | | | | |
| Planksheer, how secured to the plating of the sides <i>through</i> - <i>Explain by sketch</i> | | | | | | | |
| Waterway <i>plating</i> & screws <i>put up & down</i> and to the Beams <i>if necessary</i> | | | | | | | |
| Side trussing breadth and thickness of plates <i>how secured?</i> | | | | | | | |
| Deck trussing <i>how secured?</i> | | | | | | | |
| Deck Beams, how secured to the side? <i>Knee plates. See longitudinal T iron is bracketed to beams.</i> | | | | | | | |
| Hold or Lower Deck <i>none</i> | | | | | | | |
| Paddle <i>none</i> | | | | | | | |
| No. of breasthooks <i>6</i> crutches <i>how are pointers compensated? angle iron 8 x 3 x 7/16 with a plate across at bows</i> | | | | | | | |
| What description of iron is used for the angle iron and plate iron in the vessel? <i>Butterley B.C.</i> | | | | | | | |

IRON 435-0262

Builder's Signature
J. Scott Russell & Co.

2641 Ln

Workmanship. Are the lauds or laps of the clenchwork in all cases in breadth at least five times the diameter of the rivets where single rivetting is admitted?

edges and butts, and at least three times the diameter of the rivets where single rivetting is admitted?

Do the edges of the carvel work and of the butts lay close together throughout their length without requiring caulking?

Do the fillings between the ribs and plates fill in solid with single pieces, or are they in short lengths of various thicknesses?

Do the holes for rivetting plate to frames, lining pieces, or plate to plate, &c., conform well to each other? They do
well and sufficiently countersunk in the outer plate? They are

Are there any rivets which either break into or have been put through the seams or butts of the plating? Very few.

Her Masts, Yards, &c., are in Good condition, and sufficient in size and length. Quarts of iron
She has SAILS. CABLES, &c. ANCHORS, and their weights.

| No. | SAILS | CABLES, &c. | FATHOMS. | | ANCHORS, and their weights. | No. | Weight. |
|----------------------|--------------------------|------------------------------------|----------|---------|-----------------------------|-----|---------|
| | | | Fathoms. | Inches. | | | |
| No complete Sails | Fore Sails, | Chain | 240 | 13/8 | Bower, | 3 | 22 |
| | Fore Top Sails, | Chain Hempen Stream Cable | 90 | 7/8 | Stream, | 1 | 1/2 |
| | Fore Topmast Stay Sails, | Hawser | 90 | 7/8 | Kedge, | 2 | 3 3/4 |
| | Main Sails, | Towlines | 90 | 6 1/2 | | | |
| | Main Top Sails, | Warp | 90 | 5 1/2 | | | |
| | | All of <u>Good</u> quality. | | | | | |

Her Standing and Running Rigging Wire & Hemp is sufficient in size and Good in quality.

She has one Long Boat and four Stairs

The present state of the Windlass is Good Capstan Good and Rudder Good Pumps 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 July 16th
 - 2nd. On the plating during the progress of rivetting Built under special survey
 - 3rd. When the beams were in and fastened, and before the decks were laid in accordance with the
 - 4th. When the ship was complete, and before the plating was finally coated builders proposed plans
 - 5th. After the ship was launched 13th Jan'y 1862

This ship has a full poop and fore-castle the plating of which is 1/4 in thick, the butts and edges thereof single rivetted supported at about six feet spaces with angle irons 3x3x7/8, and partial bulkheads or webs 2 1/4 to 3 1/4 wide and 1/2 thick about twelve feet apart. Stunee plate on beam ends 2.6x1/4. The beams are of lattice fir, 6x6. and two of angle iron deck 2 1/2 yellow pine.

This ship is constructed in most respects at variance with the rules of this society and she has been built as far as regards the outside plating upon and exceeding the boat ton scale for the 12 years grade her tonnage is now found to exceed 400 tons which reduces the plating as follows. Garboard Strake 9 years. Garboard to Ridge 12 years. Ridge to Sheerstrake 12 years. Sheerstrake 9 years. The peculiar construction of the vessel prevents further comparison with the rules. under these circumstances we beg respectfully to leave her classification to the consideration of the Committee

In what manner are the surfaces preserved from oxidation? red lead

I am of opinion this Vessel should be classed _____

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

Special£ 37 : 1 : -

Certificate (if required)£ - : - : -

Committee's Minute 14 January 1862

Character assigned 1 for 12 Years

Exp. B.S.



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