

# IRON SHIPS.

Requisition No. 236

2766

Rev 28/4/62

No. 4461 Survey held at Port Glasgow  
on the Ship "Nelson"

Date 26<sup>th</sup> April

1862

Master Thomas Munkeljohn

Tonnage Gross 1248<sup>12</sup>/<sub>100</sub> Engine Room

Register

Built at Port Glasgow

When Built 1862 By whom built Laurence Hill & Co.

Owners Potter Wilson & Co.

Port belonging to Glasgow

Destined Voyage Clyde to Stago

Surveyed Afloat or in Dry Dock 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.
214 <sup>12</sup> / <sub>16</sub>			36 <sup>3</sup> / <sub>16</sub>			22 <sup>8</sup> / <sub>16</sub>				
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. Single at bottom of Floor Plate	5	3 <sup>1</sup> / <sub>2</sub>	9 <sup>1</sup> / <sub>16</sub>	5	3 <sup>1</sup> / <sub>2</sub>	9 <sup>1</sup> / <sub>16</sub>				
depth and thickness of Floor Plate at mid line	23		1 <sup>1</sup> / <sub>8</sub>	23		1 <sup>1</sup> / <sub>8</sub>				
depth and thickness of Floor Plate at Bilge Keelson	5		1 <sup>1</sup> / <sub>8</sub>			1 <sup>1</sup> / <sub>8</sub>				
Size of Reversed Angle Iron, and No. Single at top of Floor Plate	3	3 <sup>1</sup> / <sub>2</sub>	8 <sup>1</sup> / <sub>16</sub>	3	3 <sup>1</sup> / <sub>2</sub>	8 <sup>1</sup> / <sub>16</sub>				
Frames, Size of Angle Iron, single or double	5	3 <sup>1</sup> / <sub>2</sub>	9 <sup>1</sup> / <sub>16</sub>	5	3 <sup>1</sup> / <sub>2</sub>	9 <sup>1</sup> / <sub>16</sub>				
Reversed Iron, to every frame	3	3 <sup>1</sup> / <sub>2</sub>	8 <sup>1</sup> / <sub>16</sub>	3	3 <sup>1</sup> / <sub>2</sub>	8 <sup>1</sup> / <sub>16</sub>				
Beams, Deck (No. double Angle Iron)	3 <sup>1</sup> / <sub>2</sub>	3 <sup>1</sup> / <sub>2</sub>	9 <sup>1</sup> / <sub>16</sub>	3 <sup>1</sup> / <sub>2</sub>	3 <sup>1</sup> / <sub>2</sub>	9 <sup>1</sup> / <sub>16</sub>				
Bulb Iron with double Angle Iron on top	9		9 <sup>1</sup> / <sub>16</sub>	9		9 <sup>1</sup> / <sub>16</sub>				
depth & thickness of plate amidships	9		9 <sup>1</sup> / <sub>16</sub>	9		9 <sup>1</sup> / <sub>16</sub>				
double or single Angle Iron, on lower edge	Three feet									
average space between	Three feet									
if wood (No. sided & moulded)										
Hold, or Lower Deck (No. double Angle Iron or Bulb Iron with double Angle Iron on top)	3 <sup>1</sup> / <sub>2</sub>	3 <sup>1</sup> / <sub>2</sub>	9 <sup>1</sup> / <sub>16</sub>	3 <sup>1</sup> / <sub>2</sub>	3 <sup>1</sup> / <sub>2</sub>	9 <sup>1</sup> / <sub>16</sub>				
depth & thickness of plate amidships	9		9 <sup>1</sup> / <sub>16</sub>	9		9 <sup>1</sup> / <sub>16</sub>				
double or single Angle Iron, on lower edge	Three feet									
average space between	Three feet									
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	29		4 <sup>1</sup> / <sub>8</sub>		4 <sup>1</sup> / <sub>8</sub>	4 <sup>1</sup> / <sub>8</sub>				
Side or Bilge Double Angle Iron	6	4	9 <sup>1</sup> / <sub>16</sub>	5 <sup>1</sup> / <sub>2</sub>	4 <sup>1</sup> / <sub>2</sub>	9 <sup>1</sup> / <sub>16</sub>				
Number	6	4	9 <sup>1</sup> / <sub>16</sub>	5 <sup>1</sup> / <sub>2</sub>	4 <sup>1</sup> / <sub>2</sub>	9 <sup>1</sup> / <sub>16</sub>				
Stem, bar iron, moulding and thickness	9x3		9x3							
if plate iron, breadth and thickness										
Stern-post, bar iron, moulding and thickness	9x3		9x3							
if plate iron, breadth and thickness										
Keel, bar iron, depth and thickness	9x3		9x3							
if plate iron, breadth and thickness										
Garboard Plates, thickness	15 <sup>1</sup> / <sub>16</sub>		15 <sup>1</sup> / <sub>16</sub>							
From Garboard to upper part of Bilge	15 <sup>1</sup> / <sub>16</sub>		15 <sup>1</sup> / <sub>16</sub>							
From upper part of Bilge to Sheerstrakes	15 <sup>1</sup> / <sub>16</sub>		15 <sup>1</sup> / <sub>16</sub>							
Sheerstrakes	15 <sup>1</sup> / <sub>16</sub>		15 <sup>1</sup> / <sub>16</sub>							
Breadth & thickness of Butt Straps to outside plating	10x9	15 <sup>1</sup> / <sub>16</sub> x 1 <sup>1</sup> / <sub>8</sub>								
Planksheers										
Gunwale Plate or Stringer on ends of Up. Dk Beams	27	4 <sup>1</sup> / <sub>8</sub>	27	4 <sup>1</sup> / <sub>8</sub>						
Angle Iron on ditto	6x4x	9 <sup>1</sup> / <sub>16</sub>	5 <sup>1</sup> / <sub>2</sub> x4 <sup>1</sup> / <sub>2</sub> x	9 <sup>1</sup> / <sub>16</sub>						
Waterway										
Deck	14		8	4						
Ceiling in Hold	2 <sup>1</sup> / <sub>2</sub>									
Ceiling betwixt Decks	2 <sup>1</sup> / <sub>2</sub>									
Beam Clamps	2 <sup>1</sup> / <sub>2</sub>									
Shelf										
Stringer Plates on ends of Hold or Lower Dk Beams	27	4 <sup>1</sup> / <sub>8</sub>	27	4 <sup>1</sup> / <sub>8</sub>						
Ceiling between Decks	14	4 <sup>1</sup> / <sub>8</sub>	13 <sup>1</sup> / <sub>2</sub>	4 <sup>1</sup> / <sub>8</sub>						
Stringer or Tie Plates outside Hatchways										
Deck Beam Clamps										
Shelf										
Stringers in Hold	6x4x	9 <sup>1</sup> / <sub>16</sub>	5 <sup>1</sup> / <sub>2</sub> x4 <sup>1</sup> / <sub>2</sub> x	9 <sup>1</sup> / <sub>16</sub>						
Deck, Lower	3									
Deck, Upper, how fastened to Beams	By screw bolts and nuts from above									

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

Knight-heads Bulkheads, No. Four Thickness of 9<sup>1</sup>/<sub>16</sub>

Hawse Timbers are they free from defects? Yes how secured to the sides of the ship By screw bolts and nuts

The Frames or Ribs extend in one length from Keel to Gunwale rivetted through plates with (7/8 in.) rivets, about (6 inches) apart.

The reverse angle irons on the floors extend in one length across the middle line to lower deck and to Gunwale alternately

Keelson, how are the various lengths of plates or angle irons connected? Angle Iron butt straps

Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets (1 1/4 ins.) diameter averaging (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 (7/8 in.) diameter, averaging (3 1/2 ins.) 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 (7/8 in.) diameter, averaging (3 1/2 ins.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? Yes

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 1/2 ins.) 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 (1 1/4 in.) thick, or clencher, double or single rivetted; rivets (7/8 in.) diameter averaging (3 1/2 ins.) from centre to centre of rivets. Breadth of laps in double rivetting (4 1/2) Breadth of laps in single rivetting (1)

Planksheer, how secured to the plating of the sides Explain by sketch, if necessary. By screw bolts and nuts

Waterway planksheer and to the Beams

Side trussing breadth and thickness of plates how secured?

Deck trussing By plates all fore and aft each side of hatchways, 12x4 inch, and diagonal plates where practicable

Deck Beams, how secured to the side? By Bulk Iron turned down

Hold or Lower Deck Ditto

Paddle

No. of breasthooks Four crutches how are pointers compensated?

What description of iron is used for the angle iron and plate iron in the vessel? Blocharn

Builder's Signature

Laurence Hill

IRON 435-0388



2766

**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 lengths

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 Good condition, and sufficient in size and length. Lower masts & topmasts, lower yards and fore and main topsail yards of wood

She has **SAILS.** **CABLES, &c.** **ANCHORS, and their weights.**

N <sup>o</sup> .			Fathoms.	Inches.		N <sup>o</sup> .	Weight.
2	Fore Sails,	Chain <u>Testing strain 72 tons</u>	150	2 1/2	Bower, .... <u>Patent</u>	3	<u>cut on lbs</u> 38.2.14 37.3.19
2	Fore Top Sails,	Hempen Stream Cable .....	90	10			
2	Fore Topmast Stay Sails,	Hawser .....	90	9	Stream, .... <u>Hempen</u>	1	12.---
2	Main Sails,	Towlines .....	90	6			
2	Main Top Sails,	Warp .....			Kedge, .... <u>Patent</u>	2	8.2.8 6.1.8
	and <u>Spare sails</u>	All of <u>Good</u> quality.					

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

She has One Long Boat and Two Life Boats & Pinnaces

The present state of the Windlass is Good Capstan Good and Rudder Good Pumps Six lead 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

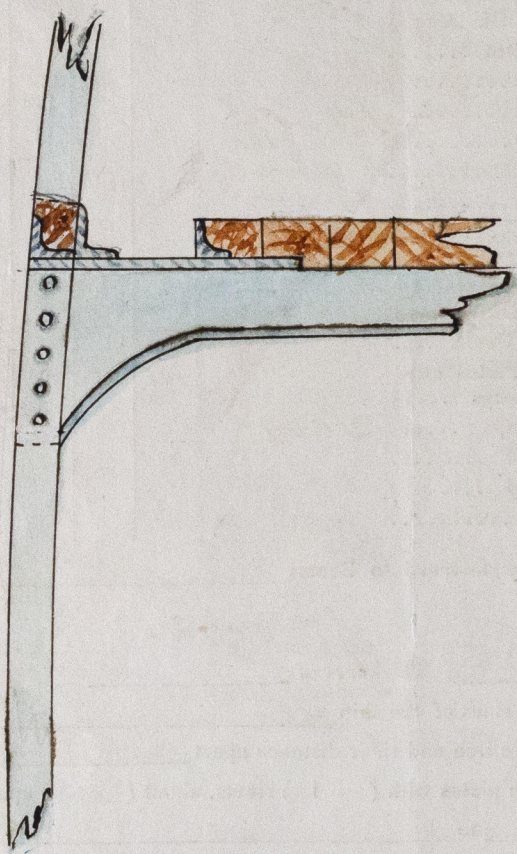
2nd. On the plating during the progress of rivetting

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



This vessel has been built under special survey as per order N<sup>o</sup> 236: is fitted with a gutter waterway as per sketch. Every frame runs up to the Roughtree rail in way of the rigging, the remainder every alternate frame.

In what manner are the surfaces preserved from oxidation? With Red lead inside and outside and Peacock's patent composition on bottom

I am of opinion this Vessel should be classed 12 A 1

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

Special .....£ 62 : 8 : "

X Certificate (if required) .....£ " : " : "

Committee's Minute 29<sup>th</sup> April 1862

Character assigned A 1 for 12 Years

H. B. Booth

I concur in the above Recommendation  
28<sup>th</sup> April 1862 J. H. R.

X Lawrence & Co., Port Glasgow