

IRON SHIPS.

Rev 26/3/63

No. 8973 Survey held at Newcastle Date 15 Dec 1863
 on the Steamer "Langar" Master J. Gilas
 Tonnage Gross 225.58 Engine Room 46.55 Register 179.93 Built at Newcastle
 When Built 1863 By whom built J. W. Richardson & Co Owners Messrs Lloyd & Co
 Port belonging to Galway Destined Voyage Galway
 Surveyed Afloat or in Dry Dock and while building

Length aloft		Extreme Breadth		Depth from top of Upper Deck		Power of Engines		Horse No.	
Feet.	Inches.	Feet.	Inches.	Feet.	Inches.	Feet.	Inches.	Feet.	Inches.
135	1/10	20	5/10	11	3/10	45			
Distance of Frames or Ribs from moulding } edge to moulding edge, all fore and aft }									
Floors, Size of Angle Iron, and No. at }									
" bottom of Floor Plate }									
" depth and thickness of Floor Plate at }									
" mid line }									
" depth and thickness of Floor Plate at }									
" Bilge Keelson }									
" Size of Reversed Angle Iron, and }									
" No. at top of Floor Plate }									
Frames, Size of Angle Iron, single or double }									
" Reversed Iron, if to every frame }									
" or every frame }									
Beams, Deck (N°) double Angle Iron }									
" or Bulb Iron with double Angle }									
" Iron on top }									
" depth & thickness of plate amidships }									
" double or single Angle Iron, }									
" on lower edge }									
" average space between }									
" if wood (N°) sided & moulded }									
" Hold, or Lower Deck (N°) }									
" double Angle Iron or Bulb Iron }									
" with double Angle Iron on top }									
" depth & thickness of plate amidships }									
" double or single Angle Iron, }									
" on lower edge }									
" average space between }									
" if wood (N°) 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 }									
" Side or Bilge }									
" Number }									
Transoms, material } or, if none, in what manner compensated for. }									
Knight-heads }									
Hawse Timbers }									
Bulkheads, N° } Thickness of }									
" how secured to the sides of the ship }									
" size of vertical angle iron and their distance apart }									
The Frames or Ribs extend in one length from } to }									
The reverse angle irons on the floors extend } length across the middle line from } to }									
" " " on the frames " " " from } to }									
Keelson, how are the various lengths of plates or angle irons connected? }									
Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets } diameter averaging } from centre to centre of rivet. }									
" Edges from Garboards to upper part of bilge, worked } with a lining piece } thick, or clencher, double or single rivetted; rivets } diameter, averaging } from centre to centre of rivets. }									
" Butts from Keel to turn of bilge, worked carvel with a lining piece } thick, double or single rivetted; rivets } diameter, averaging } from centre to centre of rivets. }									
" Edges from bilge to planksheer, worked } with a lining piece } thick, double or single rivetted; rivets } diameter, averaging } from centre to centre of rivets. }									
" Butts from bilge to planksheers, worked carvel with a lining piece } thick, or clencher, double or single rivetted; rivets } diameter averaging } from centre to centre of rivets. }									
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? }									
Hold or Lower Deck " " }									
Paddle " " }									
No. of breasthooks } crutches } how are pointers compensated? }									
What description of iron is used for the angle iron and plate iron in the vessel? }									

Builder's Signature

Richardson & Co

IRON 436-0239

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? Long pieces

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.

She has SAILS.

CABLES, &c.

ANCHORS, and their weights.

No.			Fathoms.	Inches.		No.	Weight.
✓ <u>One</u>	Fore Sails,	Chain	<u>180</u>	<u>1 1/4</u>	Bower, <u>Patent</u>	<u>2</u>	<u>4.1</u>
	Fore Top Sails,	Hempen Stream Cable	<u>40</u>	<u>9 1/4</u>			<u>4.0</u>
<u>Complete</u>	Fore Topmast Stay Sails,	Hawser	<u>60</u>	<u>4</u>	Stream,	<u>1</u>	<u>2.4</u>
	Main Sails,	Towlines	<u>65</u>	<u>4 1/2</u>			
<u>Sail</u>	Main Top Sails,	Warp	<u>180</u>	<u>3 1/2</u>	Kedge,	<u>1</u>	<u>1.0</u>
	and other requisite	All of <u>good</u> quality.					

Her Standing and Running Rigging Complete sufficient in size and good in quality.

She has One life ✓ Long Boat and 20 ft. and Pinnace 18 ft.

The present state of the Windlass is good Capstan Complete and Rudder Complete 2 Deck. Duffley and engine Pump

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	<u>0.3 inch under</u>
	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	<u>Special Survey</u>
	5th.	After the ship was launched	<u>per Order No. 306.</u>

This vessel has been built in accordance with the approved shipbuilding section approved. She has a ballast tank in fore part of her hold 3 ft. 4 in. above top of floor. It is intended to proceed to Sydney under sail. Chain cables examined on deck and found to agree in lengths and size with the enclosed certificates.

In what manner are the surfaces preserved from oxidation? Red lead inside and out

I am of opinion this Vessel should be classed S.S.

The amount of the Fee£ 3 : : is received by me, W. J. S. S. S.

Special£ 11 : 4 : Certificate (if required) £ 2.5.0

Committee's Minute 27th March 18 63

Character assigned Δ 1 yr 4 Years

I concur with above recommendation

26 March 1863 W. J. S. S. S.



Lloyd's Register Foundation