

IRON SHIPS.

3286

No. 7895 Survey held at Sunderland Date 27th August 1863
 on the Barque "Jessie Jamieson" Master L. R. Oswald Esq.
 Tonnage Gross 401.46 Engine Room 514.36 Register 514.36 Built at Sunderland
 When Built 1863 By whom built L. R. Oswald Esq. Owners Hargreaves & Co.
 Port belonging to Liverpool Destined Voyage
 # Surveyed Afloat or in Dry Dock and while Building

Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth from top of Upper Deck	Feet.	Inches.	Power of Engines	Horse No.
	155	1		27	6		17	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.	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. at bottom of Floor Plate	5 1/2	3	7	3 1/2	2 1/4	7	1/4	1/4		
depth and thickness of Floor Plate at mid line	21	0	17	0			1/16	3 inches		
depth and thickness of Floor Plate at Bilge Keelson	10 1/2	0	3 1/2	0			1/16	6 1/4 inches		
Size of Reversed Angle Iron, and No. at top of Floor Plate	2 1/2	2 1/2	6	2 3/8	2 1/2	6	1/2			
Frames, Size of Angle Iron, single or double	3 1/2	3	7	3 1/2	2 3/4	7	1/4	1/4		
Reversed Iron, if to every frame	2 1/2	2 1/2	6	2 3/4	2 1/2	6	1/2			
Beams, Deck (No. of double Angle Iron)	2 1/2	2 1/2	5	2 1/2	2 1/2	5				
Bulb Iron with double Angle Iron on top	2 1/2	2 1/2	5	2 1/2	2 1/2	5				
depth & thickness of plate amidships	7 1/2	6	6 3/8	6			1/16	1/2		
double or single Angle Iron on lower edge										
average space between	3 feet		3 feet							
if wood (No. sided & moulded)										
Hold, or Lower Deck (No. 34)	2 1/2	2 1/2	5	2 1/2	2 1/2	5				
double Angle Iron or Bulb Iron with double Angle Iron on top										
depth & thickness of plate amidships	7 1/2	6	6 3/8	6			1/16	1/2		
double or single Angle Iron on lower edge										
average space between	3 & 6 feet		3 & 6 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	16	14	0	See sketch						
Side or Bilge	10 1/2	7								
Number										

Transoms, material Iron or, if none, in what manner compensated for. See Transoms
 Knight-heads do Bulkheads, No. Two Thickness of 5/16
 Hawse Timbers do are they free from defects? do how secured to the sides of the ship Riveted through frames on each side
 The Frames or Ribs extend in one length from Keel to Gunwale rivetted through plates with (3/4 in.) rivets, about (6 in.) apart.
 The reverse angle irons on the floors extend in one length across the middle line from the upper part of the Bilge on every
 " " " on the frames " " " from and to the Gunwale on every alternate frame.
 Keelson, how are the various lengths of plates or angle irons connected? With butt straps, and the butts properly shiplap with the angle irons.
 Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets (1 1/4 ins.) diameter averaging (6 1/2 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 (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 (10/8) 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 (in) thick, double or single rivetted; rivets (3/4 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? No
 Butts from bilge to planksheers, worked carvel with a lining piece (2 1/8) 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 (1/4) Breadth of laps in single rivetting (1/4)
 Planksheer, how secured to the plating of the sides { Explain by sketch, } See sketch sent.
 Waterway " " planksheer and to the Beams { if necessary. } Double rivetted all throughout.
 Side trussing breadth and thickness of plates how secured?
 Deck trussing " 10 1/2 " 2 " Diagonal " " 4 pairs rivetted to stringers, 2 in plates, & angle irons on the beams.
 Deck Beams, how secured to the side? Beam was turned down and formed into knee piece, & rivetted to the frames.
 Hold or Lower Deck " The same as the Deck Beams.
 Paddle " "
 No. of breasthooks Five crutches how are pointers compensated? See Transoms
 What description of iron is used for the angle iron and plate iron in the vessel?
 Made by Bolebon & Vaughan, at Middlesbrough.

Builder's Signature L. R. Oswald
 Lloyd's Register
 IRON436-0432 (27)

3286

Re 11/2/63
1863

Built at Pallion in
Landward
Owners Hargrove & Co.

	Feet.	Inches.	Power of Engines....		Home No.	
			Inches. In Ship.	16ths. In Ship.	Inches required perRule.	16ths required perRule.
Stem, if bar iron, moulding and thickness	17	6	0	2 1/2	6 1/2	2 1/2
„ if plate iron, breadth and thickness			„	„	„	„
Stern-post, if bar iron, moulding and thickness			0	2 1/2	6 1/2	2 1/2
„ „ if plate iron, breadth and thickness			„	„	„	„
Keel, if bar iron, depth and thickness.....			0	2 1/2	6 1/2	2 1/2
„ if plate iron, breadth and thickness						
Garboard Plates, thickness..		Description of Iron.	-	10	-	10
From Garboard to upper part of Bilge.....}		- - -	-	9	-	9
From upper part of Bilge to Sheerstrakes.....}		- - -	-	0	-	0
Sheerstrakes		- - -	-	9	-	9
Breadth & thickness of Butt Straps to outside plating}		- - -	9-0	10-0	7 1/2	10-9-0
Plank sheers		Material.				
Gunwale Plate or Stringer on ends of Up. Dk Beams}		- - -	30	0	21	0
Angle Iron on ditto.....		- - Double	5-3 4-3	7 7	4-3	6
Waterway						
Deck		Yellow Pine	3 1/2	-	3	-
Ceiling in Hold		Red do	2 1/2	-	-	-
Ceiling betwixt Decks		Battens	-	-	-	-
Beam Clamps		- - -	-	-	-	-
„ Shelf		- - -	-	-	-	-
„ Stringer Plates on ends of Hold or Lower Dk Beams }		- - -	21	0	21	0
„ Skinning on do		- - -	18	0	-	-
Ceiling between Decks		- - -	-	-	-	-
Stringer or Tie Plates out- side Hatchways}		- - -	10 1/2	0	10 1/2	0
Deck Beam Clamps		- - -	-	-	-	-
„ „ Shelf		- - -	-	-	-	-
Stringers in Hold		- - -	5-3	7	-	-
Deck, Lower		- - -	-	-	-	-
Deck, Upper how fastened to Beams						

The Frames or Ribs extend in one length from Keel to Cannale rivetted through plates with ($\frac{3}{4}$ in.) rivets, about (6^{in}) apart.
The reverse angle irons on the floors extend in one length across the middle line from _____ to the upper part of the Bilge, on every
" " "on the frames " " "from and to the Cannale on every alternate frame -
Keelson, how are the various lengths of plates or angle irons connected? With butt straps, and the butts properly slipped with the angle irons -
Plates, Garboard, double ~~or single~~ rivetted to keel & at upper edge, with rivets ($1\frac{1}{4}$ ins.) diameter averaging ($4\frac{1}{2}$ in.) from centre to centre of rivet.
" Edges from Garboards to upper part of bilge, worked carvel with a lining piece (in) thick, or clenchler, double ~~or single~~ rivetted; rivets ($\frac{3}{4}$ in.) diameter, averaging (3 ins.) from centre to centre of rivets.
" Butts from Keel to turn of bilge, worked carvel with a lining piece ($\frac{10 \times 9}{8}$) thick, double ~~or single~~ rivetted; rivets ($\frac{3}{4}$ 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 clenchler carvel with a lining piece () thick, double ~~or single~~ rivetted; rivets ($\frac{3}{4}$ 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? No
" Butts from bilge to planksheers, worked carvel with a lining piece ($\frac{2 \times 9}{8}$) thick, ~~or clenchler~~, double ~~or single~~ rivetted; rivets ($\frac{3}{4}$ in.) diameter averaging (3 ins.) from centre to centre of rivets. Breadth of laps in double rivetting (4). Breadth of laps in single rivetting ()
Planksheer, how secured to the plating of the sides { Explain by sketch, } See sketch sent, Double rivetted all throughout -
Waterway " " planksheer and to the Beams { if necessary. }
Side trussing _____ breadth and thickness of plates _____ how secured? _____
Deck trussing " $10\frac{1}{2}$ " $\frac{7}{8}$ " Diagonal " " ? 4 pairs rivetted to stringers, tie plates, & angle irons on the beams.
Deck Beams, how secured to the side? Beam ends turned down and formed into knee-pieces, & rivetted to the frames.
Hold or Lower Deck " The same as the Deck Beams,
Paddle " " _____
No. of breasthooks Five crutches _____ how are pointers compensated? See Transoms
What description of iron is used for the angle iron and plate iron in the vessel?
Made by Bolckow & Vaughan, at Middlesbrough,

3286 Iron

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? They are

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? None with single piece

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

She has SAILS.

CABLES, &c.

ANCHORS, and their weights.

N ^o .			Fathoms.	Inches.		N ^o	Weight.	Tons
2	Fore Sails,	<u>Tested to 37 1/2 Tons</u> <u>Certificate produced</u>			<u>Certificate seen</u>			
2	Fore Top Sails,	Chain	270	1 7/8	Bower	3	24-2-0	21 1/2
2	Fore Topmast Stay Sails,	Hempen Stream Cable	90	0	Stream,	1	24-2-0	21 1/2
2	Main Sails,	Hawser	60	1			8-0-0	18 3/4
2	Main Top Sails,	Towlines	90	6	Kedge,	2	4-1-0	
	and <u>others as usual</u>	Warp	90	5			1-0-0	
		All of <u>good</u> quality.	90	4				

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

She has 1 Long Boat and Two others

The present state of the Windlass is seems Capstan Two kinds Rudder and Pumps New and 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

Built under Special Survey from 30th March 1863 to the present date -

The fore and main Masts and Bowspit of this vessel are of iron, the Belge keelsons are formed as shown in the sketch sent with this Report, the stanchions may be attached to them if wanted to carry Copper Ore. She has a raised Quarter Deck 33 feet long, of the height of the rough tree rails -

The Builder of this vessel did not expect her to measure more than 495 Tons, for which Tonnage she has been Specially Surveyed and her scantlings &c are by the 400 Tons scale, She now measures 504 Tons including the Quarter Deck of 22 Tons, but he hopes that the following Extra's &c will be deemed by the Committee as a sufficient compensation for the excess of Tonnage - Please see Margin -

In what manner are the surfaces preserved from oxidation? By Portland Cement inside from the keel to the upper part of the Belges, and all other surfaces by Painting.

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

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

Order No 1567 Special £ 25 : 4 : :

Certificate (if required) £ : : : :

Gen. Committee's Minute Sept 3rd 1863

Character assigned A 1 for 12 Years

James of opinion this sailing Barge is worthy the Committee's recommendation to be classed 12A1 as recommended above.

Sept 1/63 Lloyd's

The Main Deck Stringers, Angles iron on the Stringers, and Main and Belge Keelsons are larger than the Rules require, she has also a spindling plate on the floor beam stringers in excess of the Rules -