

# IRON SHIPS.

Regiment for S.S. No. 290  
 No. 2082 Survey held at Glasgow Date October 14  
 the Ship Thorpore Master J. H. O'Connell  
 Tonnage Gross 1197.85 Engine Room Register 1197.85 Built at Glasgow  
 when Built 1863 By whom built Messrs Barclay, Currie & Co Owners Mr. R. M. R. M.  
 Port belonging to Liverpool Destined Voyage Madras  
 Surveyed Afloat or in Dry Dock Just building

Feet. Inches.		Feet. Inches.		Feet. Inches.		Feet. Inches.		Horse No.	
Depth from top of Upper Deck		Beam to top of Floor		Power of Engines					
20.4		28		28.5		28.5			
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft									
20									
Inches in Ship. Inches required per Rule.									
21									
Stem, if bar iron, moulding and thickness									
10 2 1/2 8 3/4 3									
,, if plate iron, breadth and thickness									
10 2 1/2 8 3/4 3									
Stern-post, if bar iron, moulding and thickness									
10 2 1/2 8 3/4 3									
,, if plate iron, breadth and thickness									
10 2 1/2 8 3/4 3									
Keel, if bar iron, depth and thickness									
10 2 1/2 8 3/4 3									
,, if plate iron, breadth and thickness									
10 2 1/2 8 3/4 3									
Garboard Plates, thickness..									
From Garboard to upper part of Bilge									
10 2 1/2 8 3/4 3									
From upper part of Bilge to Sheerstrakes									
10 2 1/2 8 3/4 3									
Sheerstrakes									
Breadth & thickness of Butt Straps to outside plating									
10 2 1/2 8 3/4 3									
Planksheers									
Gunwale Plate or Stringer on ends of Up. Dk Beams									
10 2 1/2 8 3/4 3									
Angle Iron on ditto									
10 2 1/2 8 3/4 3									
Waterway									
Deck									
Ceiling in Hold									
Ceiling betwixt Decks									
Beam Clamps									
,, Shelf									
,, Stringer Plates on ends of Hold or Lower Dk Beams									
26 7 1/2 22 7 1/2									
Ceiling between Decks									
Stringer or Tie Plates outside Hatchways									
13 7 1/2 13 7 1/2									
Deck Beam Clamps									
13 7 1/2 13 7 1/2									
,, Shelf									
Stringers in Hold									
Deck, Lower									
Deck, Upper, how fastened to Beams									
Screws and Screws									
Transoms, material									
Knight-heads									
Bulkheads, No.									
Thickness of									
Hawse Timbers									
are they free from defects?									
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									
rivetted through plates with									
rivets, about									
The reverse angle irons on the floors extend in one length across the middle line from									
upper part of Hold Beams to									
on the frames									
from									
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									
Edges from Garboards to upper part of bilge, worked									
thick, or clencher, double or single rivetted; rivets									
diameter, averaging									
Butts from Keel to turn of bilge, worked									
thick, double or single rivetted; rivets									
averaging									
Edges from bilge to planksheer, worked									
thick, double or single rivetted; rivets									
averaging									
Butts from bilge to planksheers, worked									
thick, or clencher, double or single rivetted; rivets									
averaging									
Breadth of laps in double rivetting									
Breadth of laps in single rivetting									
Planksheer, how secured to the plating of the sides									
Explain by sketch,									
if necessary.									
Waterway									
Planksheer and to the Beams									
Deck trussing									
breadth and thickness of plates									
how secured?									
Deck Beams, how secured to the side?									
old or Lower Deck									
Paddle									
No. of breasthooks									
how are pointers compensated?									
That description of iron is used for the angle iron and plate iron in the vessel?									



3350 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? *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?~~ *Yes*  
 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 in corners of Butts*

Her Masts, Yards, &c., are in *Good* 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,	<i>Tested to 59 Tons</i>			<i>Tested to 31 Tons</i>	<i>Rodgers</i>	
<i>A Double</i>	Fore Top Sails,	Chain .....	300	<i>1 1/2</i>	Bower, .....	<i>Patent</i>	<i>3</i>
<i>Suit of</i>	Fore Topmast Stay Sails,	Hempen Stream Cable .....	90	<i>"</i>	Stream, .....		
<i>Sails</i>	Main Sails,	Hawser <i>Chain 12 1/2 to 14 1/2 Tons</i>	80	<i>"</i>			
	Main Top Sails,	Towlines .....	90	<i>8</i>	Kedge, .....		<i>5.3</i>
		Warp .....	90	<i>6</i>			<i>3.2</i>
		All of <i>Good</i> quality.					

Her Standing and Running Rigging *Gale Main & Mast* sufficient in size and *Good* in quality.

She has *26* feet Long Boat and *25* feet Pige Boat *22* feet Pinnace & a *22* feet Gig  
 The present state of the Windlass is *new* Capstan *new* and Rudder *new* Pumps *new and efficient*

**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 *Built under Special*  
 2nd. On the plating during the progress of rivetting *Survey and seen on the following dates*  
 3rd. When the beams were in and fastened, and before the decks were laid *May 12. 20. 22. 29. June 2. 8. 11. 17. 25.*  
 4th. When the ship was complete, and before the plating was finally coated *July 1. 9. 25. 27. Aug. 5. 11. 20. Sep. 3.*  
 5th. After the ship was launched *10. 16. 19. Oct. 5. 10. 14. 1863*

*The Frames of this vessel are spaced 20 ins apart as sanctioned by Committee's Letter to Builders, and in other respects as per accompanying Midship Section, is also fitted with a full Copper and Luccastle*

In what manner are the surfaces preserved from oxidation? *Flat of Bottom coated with Pattand Cement*  
*The remainder with Red Lead & Patent*

I am of opinion this Vessel should be classed *12 A.*

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

*Oct 11/63* Special .....£ 59. 18 : :  
 Certificate (if required) .....£ *entry*

Committee's Minute *23<sup>rd</sup> October 1863*

Character assigned *A 1 for 12 Years*

*This Sailing Ship of Iron appears eligible for Classification as recommended above*

*Oct 21/63* Lloyd's Register Foundation