

IRON SHIPS.

No. 3142 Survey held at Leith Date 18th November 1863
on the Ship "Bolingbroke" Master Hugh Ross
Tonnage Gross 1259.46 ^{Ready} Engine Room 95.41 Register 1163.45 Built at Leith
When Built 1863 By whom built Messrs. J. M. Morton & Co. Owners Messrs. Liston Young & Co.
Port belonging to Liverpool Destined Voyage Melbourne
If Surveyed Afloat or in Dry Dock Under building

Feet.		Inches.		Feet.		Inches.		Feet.		Inches.		Horse No.	
212		"		35		1		22		8		Power of Engines....	
Frames or Ribs from moulding				Inches in Ship.		Inches required per Rule.		Inches in Ship.		Inches required per Rule.		Inches. 16ths required per Rule.	
Moulding edge, all fore and aft				18		18		9		2 3/4		8 1/2 3	
Angle Iron, and No. single at				Inches. In Ship.		Inches. In Ship.		Inches. In Ship.		Inches. In Ship.		Inches. 16ths required per Rule.	
Floor Plate.....				5 3		9/16 5 3		9/16		9		2 3/4 8 1/2 3	
Thickness of Floor Plate at				23 -		1/16 22 1/2 -		1/16		9		2 3/4 8 1/2 3	
Stern-post, if bar iron, moulding and thickness				5 -		1/16 5 -		1/16		9		2 3/4 8 1/2 3	
Keel, if bar iron, depth and thickness.....				5 -		1/16 5 -		1/16		9		2 3/4 8 1/2 3	
Garboard Plates, thickness..				3 1/2 3		8 1/6 3 1/2 3		8 1/6		14/16 -		14/16	
From Garboard to upper part of Bilge.....				5 3		9/16 5 3		9/16		12/16 -		12/16	
From upper part of Bilge to Sheerstrakes.....				3 1/2 3		8 1/6 3 1/2 3		8 1/6		11/16 -		11/16	
Sheerstrakes				3 1/2 3		8 1/6 3 1/2 3		8 1/6		12/16 -		12/16	
Breadth & thickness of Butt Straps to outside plating				3 1/2 3		8 1/6 3 1/2 3		8 1/6		8 x 11/16 14/16			
Planksheers				8 1/2 -		9/16 8 3/4 -		9/16		Cutter Waterway			
Gunwale Plate or Stringer on ends of Up. Dk Beams				36 inches						Iron 36 1/16 26 1/4 11/16			
Angle Iron on ditto.....				36 inches						Iron 5 x 4 1/2 x 9/16 5 x 4 1/2 x 9/16			
Waterway				36 inches						Iron 5 x 4 1/2 x 9/16 5 x 4 1/2 x 9/16			
Deck.....				36 inches						Yellow Pine 4 - 4			
Ceiling in Hold				36 inches						Plank 2 1/2 - 2 1/2			
Ceiling betwixt Decks				36 inches						Battens			
Beam Clamps				36 inches						Iron 26 11/16 26 1/4 11/16			
Shelf				36 inches						Iron 13 11/16 13 11/16			
Stringer Plates on ends of Hold or Lower Dk Beams				36 inches						Iron 13 11/16 13 11/16			
Ceiling between Decks				36 inches						Iron 13 11/16 13 11/16			
Stringer or Tie Plates outside Hatchways				36 inches						Iron 13 11/16 13 11/16			
Deck Beam Clamps				36 inches						Iron 13 11/16 13 11/16			
Shelf				36 inches						Iron 13 11/16 13 11/16			
Stringers in Hold				36 inches						Iron 13 11/16 13 11/16			
Deck, Lower				36 inches						Iron 13 11/16 13 11/16			
Deck, Upper, how fastened to Beams				36 inches						Iron 13 11/16 13 11/16			

Knight-heads „ Sawn } are they free from defects? „ Bulkheads, N^o. Two Thickness of 7/16 4/16
Hawse Timbers „ Sawn } „ how secured to the sides of the ship Bracket knees ✓
The Frames or Ribs extend in one length from Keel to Gunnwale rivetted through plates with (7/8 in.) rivets, about (3/4) apart. „ size of vertical angle iron and their distance apart 3 1/2 x 3 x 3/16 - 30 apart
The reverse angle irons on the floors extend in one length across the middle line from Bilge to Bilge
„ „ „ on the frames „ „ „ from Bilge to Lower Deck & Gunnwale alternately ✓
Keelson, how are the various lengths of plates or angle irons connected? With overlaps and double rivetted
Plates, Garboard, double ~~or single~~ rivetted to keel & at upper edge, with rivets (1 1/4 ins.) diameter averaging (4 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 (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 (2/16) 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 (—) thick, double ~~or single~~ rivetted; rivets (7/8 in.) diameter, averaging (3 1/2 in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? The butt straps do
„ Butts from bilge to planksheers, worked carvel with a lining piece (1/16) thick, or clenchler, 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 (1 1/8) Breadth of laps in single rivetting (✓)
Planksheer, how secured to the plating of the sides } Explain by sketch, } See Section ✓
Waterway „ „ planksheer and to the Beams } if necessary.
Side trussing „ „ breadth and thickness of plates „ „ how secured? „
Deck trussing „ „ „ „ „ ? Four pairs ✓
Deck Beams, how secured to the side? Welded knee plates rivetted to frames ✓
Hold or Lower Deck „ „ „ „ „ „
Baddle „ „ „ „ „ „
No. of breasthooks „ „ „ „ „ „
What description of iron is used for the angle iron and plate iron in the vessel? Chicago Iron Co. Builder's Signature

IRON 437 - 0047

33749 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? Solid with single 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 through the butts

Her Masts, Yards, &c., are in good condition, and sufficient in size and length. Lower Masts Iron, and seven Steel Yards
She has SAILS. CABLES, &c. ANCHORS, and their weights.

N ^o .			Fathoms.	Inches.		N ^o .	Weight.
Fore Sails,	Chain	.....	300	13 1/4	Bower,	1	12.2.9
Fore Top Sails,	Hempen Stream Cable	.....	90	8	"	1	40.2.2
Fore Topmast Stay Sails,	Hawser <u>tested to 20 1/4 tons</u>	.....	90	1 1/16	Stream,	1	33.3
Main Sails,	Towlines	.....	90	12			
Main Top Sails,	Warp	.....	90	4 1/2	Kedge,		
and	All of <u>good</u> quality.						

Her Standing and Running Rigging Wire & Hempen sufficient in size and good in quality.

She has One Long Boat and One Jolly Boat and Two Life Boats

The present state of the Windlass is efficient Capstan and Rudder and Pumps efficient

General Remarks, Statement and Date of Repairs, extent of corrosion (if any) both internally and externally,

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 Special
2nd. On the plating during the progress of rivetting while
3rd. When the beams were in and fastened, and before the decks were laid 5th Sep
4th. When the ship was complete, and before the plating was finally coated to 18th
5th. After the ship was launched

Request Note for Special Survey N^o 94. - October 14th 1862.

This vessel exceeds 1200 tons with the Poop tonnage, being 1163.75 tons under the tonnage deck and 95.41 above. On drawing the Builders' attention to this fact they have requested me to forward the accompanying letter with this Report, they having produced the specification and their contract, the particulars of which are as stated in their letter. The Stream anchor has by some omission not yet been delivered the accompanying letter from the Builders will show that the same is duly expected, and to request the Report may not be delayed on that account.

Under these circumstances the class is respectfully submitted to the Committee for their favourable consideration, the contents of the class being 12. A. 1.

In what manner are the surfaces preserved from oxidation? Inside cemented with Portland Cement
Outside. Three coats of Resin Oxide and one of McAlister's Patent Paint

I am of opinion this Vessel should be classed

The amount of the Fee£ 5: 0: 0 is received by me,

Special£ 62: 19: 0

Certificate (if required)£ 64: 19: 0

Committee's Minute 20th November 1863

Character assigned A - for 12 Years

21/11/63

To have for

Benj. Marsell

Edwin Conchman

If the Committee do not object to the Chains & Anchors this vessel appears eligible for the 12 Years class.
19 Nov 1863

Lloyd's Register Foundation