

IRON SHIPS.

Registration No. 208

Rev 4/4/04

No. 4755 Survey held at Port Glasgow Date 31st March 1864
 on the Screw Steamer "Jamaica Packet" Master J. J. Parrott
 Tonnage Gross 208⁴/₁₀₀ Engine Room 55⁹/₁₀₀ Register 152⁴/₁₀₀ Built at Port Glasgow
 When Built 1864 By whom built Laurence Hill & Co. Owners James Carson & David Carson
 Port belonging to Kingston, Jamaica Destined Voyage Glyde to Jamaica
 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.
.....	138		21 ³ / ₄		10 ⁵ / ₁₆		30	Two Engines
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 or double) at bottom of Floor Plate	3	3	3	3	3	3	3	3	3	3
depth and thickness of Floor Plate at mid line	13	5	13	5	13	5	13	5	13	5
depth and thickness of Floor Plate at Bilge Keelson	6	5	6	5	6	5	6	5	6	5
Size of Reversed Angle Iron, and No. (single or double) at top of Floor Plate	2 ¹ / ₄	2 ¹ / ₄	2 ¹ / ₄	2 ¹ / ₄	2 ¹ / ₄	2 ¹ / ₄	2 ¹ / ₄	2 ¹ / ₄	2 ¹ / ₄	2 ¹ / ₄
Frames, Size of Angle Iron, single or double	3	3	3	3	3	3	3	3	3	3
Reversed Iron, to every frame	2 ¹ / ₄	2 ¹ / ₄	2 ¹ / ₄	2 ¹ / ₄	2 ¹ / ₄	2 ¹ / ₄	2 ¹ / ₄	2 ¹ / ₄	2 ¹ / ₄	2 ¹ / ₄
Beams, Deck (No.) double Angle Iron or Bulb Iron with double Angle Iron on top	5 ¹ / ₄	3	5 ¹ / ₄	3	5 ¹ / ₄	3	5 ¹ / ₄	3	5 ¹ / ₄	3
depth & thickness of plate amidships	5 ¹ / ₄	5	5 ¹ / ₄	5	5 ¹ / ₄	5	5 ¹ / ₄	5	5 ¹ / ₄	5
double single Angle Iron, on lower edge	3	3	3	3	3	3	3	3	3	3
average space between	3 feet 6 inches		3 feet 6 inches		3 feet 6 inches		3 feet 6 inches		3 feet 6 inches	
if wood (No.) sided & moulded										
Hold, or Lower Deck (No.) 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 (No.) sided & moulded										
Paddle, wood, sided and moulded or if Iron, size of Plate										
Engine										
Keelson, wood, sided & moulded, iron, size of plate, & how secured to dimensions	5	4	5	4	5	4	5	4	5	4
Side of Bilge	3 ¹ / ₄	3 ¹ / ₄	3 ¹ / ₄	3 ¹ / ₄	3 ¹ / ₄	3 ¹ / ₄	3 ¹ / ₄	3 ¹ / ₄	3 ¹ / ₄	3 ¹ / ₄
Number										

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

Knight-heads Iron Bulkheads, No. Four Thickness of 4
 Hawse Timbers Iron are they free from defects? Yes how secured to the sides of the ship Between double frames

size of vertical angle iron and their distance apart 2 1/2 x 7 1/2 inches apartThe Frames or Ribs extend in one length from Keel to gunwale rivetted through plates with (5 in.) rivets, about (5 inches) apart.The reverse angle irons on the floors extend in one length across the middle line from upper part of bilge to gunwale alternatelyAnd on the frames, from to to toKeelson, how are the various lengths of plates or angle irons connected? Angle iron butt strapsPlates, Garboard, double single rivetted to keel & at upper edge, with rivets (7/₈ in.) diameter averaging (3 1/2 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 clench, double single rivetted; rivets (7/₈ in.) diameter, averaging (2 1/2 in.) from centre to centre of rivets.Butts from Keel to turn of bilge, worked carvel with a lining piece (7/₈ in.) thick, double single rivetted; rivets (7/₈ in.) diameter, averaging (2 1/2 in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? YesEdges from bilge to planksheer, worked carvel with a lining piece (1 in.) thick, double single rivetted; rivets (7/₈ in.) diameter, averaging (2 1/2 in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? NoButts from bilge to planksheers, worked carvel with a lining piece (7/₈ in.) thick, or clench, double single rivetted; rivets (7/₈ in.) diameter averaging (2 1/2 in.) from centre to centre of rivets. Breadth of laps in double rivetting (3 1/2) Breadth of laps in single rivetting (2)

Planksheer, how secured to the plating of the sides Explain by sketch, {

Waterway planksheer and to the Beams if necessary. { nuts and screw boltsSide trussing breadth and thickness of plates how secured? By plates all fore and aft on each side of hatchways & thick and diagonal plates where practicableDeck trussing By plates all fore and aft on each side of hatchways & thick and diagonal plates where practicableDeck Beams, how secured to the side? By plate knees welded on beam endsHold or Lower Deck By plates all fore and aft on each side of hatchways & thick and diagonal plates where practicablePaddle By plates all fore and aft on each side of hatchways & thick and diagonal plates where practicableNo. of breasthooks Three crutches how are pointers compensated? By plates all fore and aft on each side of hatchways & thick and diagonal plates where practicableWhat description of iron is used for the angle iron and plate iron in the vessel? Wrought iron

Builder's Signature

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3523. Iron

Workmanship. Are the lands or laps of the clewwork 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.
She has **SAILS.**

N ^o .	
	Fore Sails,
<i>One</i>	Fore Top Sails,
<i>Six</i>	Fore Topmast Stay Sails,
<i>Four</i>	Main Sails,
	Main Top Sails,
	and spare sails

CABLES, &c.	
Fathoms.	Inches.
	Chain <i>Admiralty spec.</i> 13 1/2 tons 180 7 1/2
	Hempen Stream Cable 70 9 1/2
	90 4 1/2
	Hawser 90 3 1/2
	Towlines
	Warp
	All of <u>Good</u> quality.

ANCHORS, and their weights.	
N ^o .	Weight.
	Bower, <i>Common Admiralty spec.</i> 8 tons 1 6. 3. 21
	<i>Patent Admiralty spec.</i> 8 " 1 5. 2. 4
	Stream, <i>Common</i> 1 2. 10
	Kedge, <i>Common</i> 1 1. 0

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

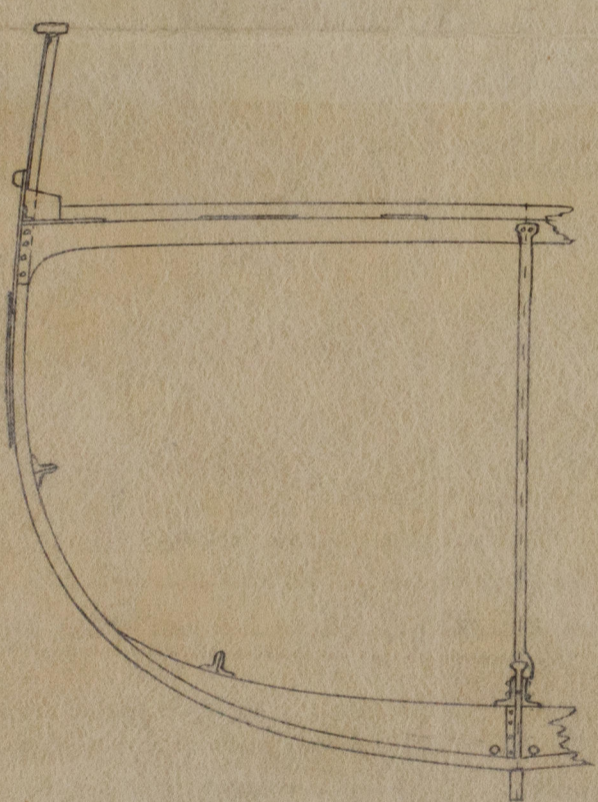
She has One Life Long Boat and One Wood One Iron boat
The present state of the Winlass is Good Capstan and Rudder Good Pumps Four Lead Good

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	} <i>Specialty Surveyed while building from August 1863 to 31st March 1864 in all 19 visits</i>
	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	

*This vessel has been built under special survey as per order N^o 298. has a flush deck with a house aft and a monkey forecastle, is schooner rigged.
Testing Certificates produced. Engineers Certificate herewith*

Structure has 3 ft 3 inches broad all four sides and 4 ft thick for 3/4 the length of hull.



In what manner are the surfaces preserved from oxidation? Three coats of Red lead inside and outside

I am of opinion this Vessel should be classed B 1

The amount of the Fee £ 3 : : : is received by me,
Special £ 10 : 8 : :
Certificate (if required) £ : : : : :

H. B. Booth

Committee's Minute 5th April 18 64

Character assigned B 1

The Surveyor of the Port appears eligible for Classification as recommended



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