

IRON SHIPS.

3554
 Compared with the Rules and Table of 300 tons & A grade

Survey held at Birkenhead Date April 28 1862
 the Saddle Whal in Alexandra Master H. Gibbon

Tonnage Gross 363 ⁹⁸/₁₀₀ Engine Room 238 ⁴⁵/₁₀₀ Register 124 ⁶³/₁₀₀ Built at Birkenhead
 When Built 1863 Launched Feb 24/64 By whom built Messrs Laird & Co

Owners James Stuart Port belonging to Liverpool Destined Voyage Calcutta

Surveyed Afloat or in Dry Dock On the Building Ship & in Dry Dock

Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth from top of Upper Deck	Feet.	Inches.	Beam to top of Floor	Feet.	Inches.	Power of Engines	Horse.
157	1/10		25	1/10		14	1/10					200	600
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft			Inches in Ships.			Inches required per Rule.							
21			21										
Floors, Size of Angle Iron, and No. at bottom of Floor Plate			Inches. In Ship.			Inches. In Ship.			16ths. required per Rule.				
Double to connect to keelson plate			3 1/2			2 3/4			7/16			3 1/4	
depth and thickness of Floor Plate at mid line			16			x 7/16			16 1/4			x 7/16	
depth and thickness of Floor Plate at Bilge Keelson			3 1/2			x 7/16			3 1/4			x 7/16	
Size of Reversed Angle Iron, and No. One at top of Floor Plate			2 3/4			2 1/2			6/16			2 1/2	
Double in way of keelson and engine & boilers			2 3/4			2 1/2			6/16			2 1/2	
Frames, Size of Angle Iron, single or double			3 1/2			2 3/4			7/16			3 1/4	
Reversed Iron, & to every frame to above the bilge and to gunwale and alternate frame			2 3/4			2 1/2			6/16			2 1/2	
Beams, Deck (No.) double Angle Iron, or Plate, or Bulb Iron			6			x 6/16			6 1/2			x 6/16	
double or single Angle Iron, on upper edge			2 1/4			2 1/4			5/16			2 1/4	
average space between			42						42				
is wood (No.) sided & moulded													
Hold, or Lower Deck (No.) double Angle Iron, Plate, or Bulb Iron			2 1/2			2 1/2			3/16			6 1/2	
double or single Angle Iron, on edge													
average space between			42						84				
is wood (No.) sided & moulded													
Paddle, wood, sided and moulded, or if Iron, size of Plate			12			x 5/16			3 1/2			x 3/16	
Engine			20			x 3/16			5 3/4			x 3/16	
Keelson, single plate, box, or intercostal			23			8/16			22 3/4			x 7/16	
Size of Plates			3 x 3			x 1/2			3 1/2			3	
Size of Angle Irons			4 x 3			x 7/16			3 1/2			3	
Ditto Bilge (No. each side of double angle iron)			3 1/2			x 3/16			3 1/2			3	
Transoms, material or, if none, in what manner compensated for.													
Knight-heads, and Hawse Timbers			By plates and frames & secure hawse clews										
The Frames or Ribs extend in one length from			Keel			to gunwale							
The reverse angle irons on the floors extend in one length from			from the middle line			throughout to above the bilge, and an alternate frame to gunwale.							
Keelson, how are the various lengths of plates or angle irons connected?			By Butt Straps double rivetted.										
Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets			7/8 in.			diameter averaging (3/2 in.) from centre to centre of rivet.							
Edges from Garboards to upper part of bilge, worked carvel with a lining piece			(in.) thick, or clench, double or single rivetted; rivets (3/4 in.) diameter, averaging (2 3/4 in.) from centre to centre of rivets.										
Butts from Keel to turn of bilge, worked carvel with a lining piece			(10/16 in.) thick, double or single rivetted; rivets (3/4 in.) diameter, averaging (2 3/4 in.) 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 sheerstrake, worked carvel with a lining piece			() thick, or clench, double or single rivetted; rivets (3/4 in.) diameter, averaging (2 3/4 in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below?			of strake below							
Edge of Sheerstrake, double or single rivetted?			Single, and compensated for by lap butt straps double rivetted above and below the laps										
Butts from bilge to planksheers, worked carvel with a lining piece			(8/16 in.) thick, double or single rivetted; rivets (3/4 in.) diameter averaging (2 3/4 in.) from centre to centre of rivets. Breadth of laps in double rivetting (1/2) Breadth of laps in single rivetting (2/2)										
Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted?			all double and chain-riveted.										
Planksheer, how secured to the plating of the sides			Explain by sketch			See sketch on the other side							
Waterway, planksheer and to the Beams			if necessary.										
Deck Beams, how secured to the side?			By three plates forced out of bulb iron beams.										
Hold or Lower Deck			By angle iron										
Paddle			By angle iron										
No. of breasthooks			crutches			how are pointers compensated?			all fore & aft ties connected at their ends				
What description of iron is used for the angle iron and plate iron in the vessel?			principally from			Builder's Signature			Laird & Co				

3554 *frun*

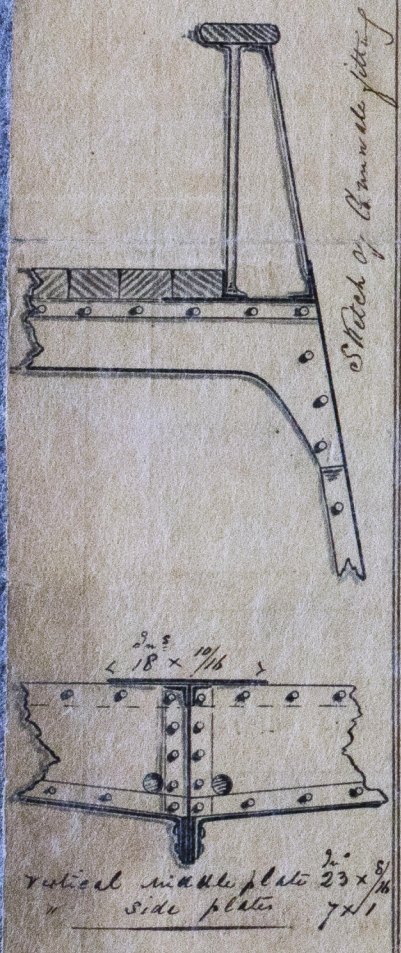
Workmanship. Are the lands or laps of the clenchwork in all cases in breadth at least five times the diameter of the rivets in double rivetted edges and butts, and at least three times the diameter of the rivets where single rivetting is admitted? *yes.*
Do the edges of the carvel work and of the butts 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*
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? *generally very good*
Are there any rivets which either break into or have been put through the seams or butts of the plating? *very few in Butts only.*

Her Masts, Yards, &c., are in <i>good</i> condition, and sufficient in size and length.		Frostman's patent.	
She has SAILS.		ANCHORS, and their weights.	
<i>One Junk and Same spec. N°.</i>		CABLES, &c.	
	Fore Sails,	Public test M. C. & H. 205 1/2 1/4	Public test M. C. & H. 205 1/2 1/4
	Fore Top Sails,	Chain T. test 31. 5. 240 1 5/16	Bower, and Test 18. 6. 1 16-3
	Fore Topmast Stay Sails,	Hempen Stream Cable	188 18" 6 1 17-0
	Main Sails,	Hawser	190 18" 6 1 16-1
	Main Top Sails,	Towlines 90 7/2	Stream, Common 2. 57. 1 6-2
and		Warp 90 5/2	Kedge, A. 2. 2 3-1
		All of <i>good</i> quality.	

Her Standing and Running Rigging *of Hemp & wire* sufficient in size and *good* in quality.
She has *One Life* Long Boat and *One other*
The present state of the Windlass is *good and* Capstan *good* and Rudder *good* Pumps *One pump in each Compartment 3 in N° and 2 in fore Butts.*

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>Under Special Survey the whole Time of Building from Oct. 26th 1864</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 is very well built; - The lower edge of Sheerstrake single riveted, and as compensation the butt straps are carried down over the strake below, also the straps of second strake extended above the lower part of Sheerstrake and double riveted the respective strakes as allowed by the Committee in their Letter to Builders. In other respects it will be seen that she is equal to, or in excess of the requirements of the Rules for the tonnage.

In what manner are the surfaces preserved from oxidation? *By paint, and Portland Cement in flat of bottom*

I am of opinion this Vessel should be classed *A-1.*

The amount of the Fee £ 4 : 0 : 0 is received by me,

M. J. S. Special £ 18 : 3 : 0 *29/4/68*

Certificate (if required) £ *Grates*

Committee's Minute *passed 3rd May 1864*

Character assigned *A-1*

built under S.S. N.C. 1864. (A & C.P.)

Light

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