

3668

# IRON SHIPS.

Request for S.S. No. 288

No. 2169 Survey held at Dumbarton Date April 27 <sup>th</sup> 18 66

on the Ship "Hannula Mitchell" Master Wm Branscombe

Tonnage Gross      Engine Room      Register 95P. 02 Built at Dumbarton

When Built 1864 Launched 23 April 1864 By whom built Jess. Denny & Ranbain

Owners J. Mitchell Port belonging to Glasgow Destined Voyage Calcutta to China

Surveyed Afloat or in Dry Dock whilst 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.
Length aloft	102.2	Extreme Breadth	33.3	Depth from top of Upper Deck Beam to top of Floor	20.0	Power of Engines	
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	Inches in Ship 10	Inches required per Rule 21					
Floors, Size of Angle Iron, and No. 1 at bottom of Floor Plate	Inches in Ship 4 3/4	Inches required per Rule 3 3/4	16ths required 9/16				
depth and thickness of Floor Plate at mid line	21	10/16	3/4	9/16			
depth and thickness of Floor Plate at Bilge Keelson	10	10/16		9/16			
Size of Reversed Angle Iron, and No. 1 at top of Floor Plate	3	3	7/10	3	7/10		
Frames, Size of Angle Iron, single or double Reversed Iron, 1/2 to every frame	4 3/4	3	7/10	3	7/10		
No. 3 Bands every other frame	to the upper part of the Gunwale						
Beams, Deck (No. 55) double Angle Iron, Plate, or Bulb Iron	3 1/2	3	9/10	3	9/10		
double or single Angle Iron, on upper edge	3	3	9/10	3	9/10		
average space between	3 feet	3 feet		3 in.			
if wood (No. ) sided & moulded							
Hold, or Lower Deck (No. 52) double Angle Iron, Plate, or Bulb Iron	3 1/2	3	9/10	3	9/10		
double or single Angle Iron on upper edge	3	3	9/10	3	9/10		
average space between	3 feet	3 feet		3 in.			
if wood (No. ) sided & moulded							
Paddle, wood, sided and moulded, or if Iron, size of Plate							
Engine							
Keelson, single plate, box, or intercostal							
Size of Plates	27	10/16	26	9/16			
Size of Angle Irons	16	3	13/16	5	4	9/16	
Ditto Bilge (No. two)	5	4	9/16	5	4	9/16	

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

Knight-heads, and Hawse Timbers Iron Plated

The Frames or Ribs extend in one length from middle line to gunwale rivetted through plates with (1/2 in.) rivets, about (6 in.) apart.

The reverse angle irons on the floors extend in one length across the middle line from upper part of Hold Beams to Ditto

Keelson, how are the various lengths of plates or angle irons connected? by lining pieces

Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets (3/8 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 ( 1/2 in.) thick, or clencher, double or single rivetted; rivets (1/2 in.) diameter, averaging (3 in.) from centre to centre of rivets.

Butts from Keel to turn of bilge, worked carvel with a lining piece (1/2 in.) thick, double or single rivetted; rivets (1/2 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

Edges from bilge to sheerstrake, worked carvel with a lining piece ( ) thick, or clencher, double or single rivetted; rivets (1/2 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

Edge of Sheerstrake, double or single rivetted? throughout

Butts from bilge to planksheers, worked carvel with a lining piece (1/2 in.) thick, double or single rivetted; rivets (1/2 in.) diameter averaging (3 in.) from centre to centre of rivets. Breadth of laps in double rivetting ( ) Breadth of laps in single rivetting ( )

Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted? Double Rivetted

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

Waterway , , planksheer and to the Beams if necessary, Iron Bulwarks, with Gutta Waterway

Deck Beams, how secured to the side? Welded to Keels Rivetted to Frames

Hold or Lower Deck , , Ditto Ditto

Paddle , , Ditto Ditto

No. of breasthooks four crutches four how are pointers compensated? All Stenders run straight

What description of iron is used for the angle iron and plate iron in the vessel? Glasgow Boiler Plate Builder's Signature Denny & Ranbain

IRON 437-0231

3560 Iron

Workmanship. Are the lands or laps of the clenwork 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 of iron as per sketch 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.
<u>2</u>	Fore Sails, <u>W. &amp; A. R. &amp; Co. (Circular Stamp)</u>	<u>300</u>	<u>1 7/16</u>	<u>2</u>	<u>30.12</u>
	Fore Top Sails, <u>W. &amp; A. R. &amp; Co.</u>	<u>20</u>	<u>10</u>	<u>3</u>	<u>29.30</u>
	Fore Topmast Stay Sails, <u>W. &amp; A. R. &amp; Co.</u>	<u>20</u>	<u>10</u>		
	Main Sails, <u>W. &amp; A. R. &amp; Co.</u>	<u>90</u>	<u>9</u>		
	Main Top Sails, <u>W. &amp; A. R. &amp; Co.</u>	<u>90</u>	<u>5 1/2</u>		
	All of <u>good</u> quality.				
				<u>2</u>	<u>6.00</u>
				<u>3</u>	<u>2.30</u>

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

She has one 27 feet Long Boat and two of 24 feet and one of 20 feet

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.

- 1st. On the several parts of the frame, when in place, and before the plating was wrought Butts 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 19. 26. June 1. 9. 18. 27. July 6. 22. Aug. 5.
- 4th. When the ship was complete, and before the plating was finally coated 3. 12. 19. 28. Sept. 7. 14. 21. 28. Oct. 7. 9.
- 5th. After the ship was launched 16. 22. 26. Feb. 5. 10. 23. 30. Dec. 9. 14. 1863. Jan. 12. 20. Feb. 5. 17. 24. March 3. 10. 15. 24. Apr. 2. 9. 27. 1864

This vessel is built to the old Runn and Space of 18 fms. The Gunwale Plate and Hold Beam Stringer are in excess of the Rule, the Sheerstrake is extended 10 fms above the Gunwale Plate with Butt Straps to the same in one length; is fitted with a full Poop and Forecastle and a House on deck for the Crew and in all other respects as per accompanying Trade Ship Section

In what manner are the surfaces preserved from oxidation? Flat of Bottom coated with Portland Cement, remainder of Heam and Plating with Red Lead

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

The amount of the Fee ..... £ 5 : : : is received by me, Special ..... £ 47 : 18 : : Certificate (if required) ..... £ 10 : : :

Committee's Minute 3<sup>rd</sup> May 1864 Character assigned A 1 for 12 Years

L. Darling  
This sailing ship of iron appears eligible for classing as recommended  
Lloyd's Register  
May 2/64  
Foundation