

# IRON SHIPS.

No. 967 Survey held at Dublin Date 17 March  
 on the Iron Ship "Knight Commander" Master  
 Tonnage Gross 1434 Engine Boom Register Bu  
 When Built 1864 By whom built Walford, Webb & Bewley Owner  
 Port belonging to Liverpool Destined Voyage  
 Surveyed Afloat or in Dock Specially surveyed while Building, and

Feet. Inches.		Feet. Inches.		Feet. Inches.		Feet. Inches.	
..... 210 -		Extreme Breadth.... 36 1/2		Depth from top of Upper Deck } Beam to top of Floor..... 25 3			
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft }		Inches in Ship. 18		Inches required per Rule. 18		Stem, if bar iron, moulding and thickness	
Floors, Size of Angle Iron, and No. 2 at bottom of Floor Plate.....		5	4	9/16	5 3/2	4/16	Stern-post, if bar iron, moulding and thickness 9 x 3 9. 3
,, depth and thickness of Floor Plate at mid line .....		2 1/2	1 1/8	25	4/16		
,, depth and thickness of Floor Plate at Bilge Keelson .....		14 1/2	1 1/8				Keel, if bar iron, depth and thickness..... 9 x 3 9. 3
,, Size of Reversed Angle Iron, and No. 2 at top of Floor Plate..		3 1/2	3	8/16	3 1/2	8/16	,, if plate iron, breadth and thickness ....
Frames, Size of Angle Iron, single or double ..		5	4	9/16	5 3/2	9/16	Garboard Plates, thickness.. From Garboard to upper part of Bilge.....
,, Reversed Iron, to every frame or every frame.....		3 1/2	3	8/16	3 1/2	8/16	
Beams, Deck (No. ) double Angle Iron or Bulb Iron with double Angle Iron on top .....		3 1/4	3 1/4	1/16	3	3	From upper part of Bilge to Sheerstrakes.....
,, depth & thickness of plate amidships		8 1/2	9/16	9	9/16		Sheerstrakes .....
,, double or single Angle Iron, Bulb Iron on lower edge .....		3 5		3 5			Breadth & thickness of Butt Straps to outside plating }
,, average space between .....		3 5		3 5			Planksheers .....
,, if wood (No. ) sided & moulded		3 1/4	3 1/4	1/16	3	3	
,, Hold, or Lower Deck (No. ) double Angle Iron or Bulb Iron with double Angle Iron on top		3 1/4	3 1/4	1/16	3	3	Gunwale Plate or Stringer on ends of Up. Dk Beams }
,, depth & thickness of plate amidships		8 1/2	9/16	9	9/16		Angle Iron on ditto.....
,, double or single Angle Iron, Bulb Iron on lower edge .....		3 5		3 5			Waterway .....
,, average space between .....		3 5		3 5			Deck .....
,, if wood (No. ) sided & moulded		3 1/4	3 1/4	1/16	3	3	Ceiling in Hold .....
,, Paddle, wood, sided and moulded or if Iron, size of Plate .....		3 1/4	3 1/4	1/16	3	3	Ceiling betwixt Decks ....
,, Engine .....		3 1/4	3 1/4	1/16	3	3	Beam Clamps .....
Keelson, wood, sided & moulded, iron, size of plate, if Box, give sketch & dimensions }		3 1/4	3 1/4	1/16	3	3	,, Shelf .....
,, Side or Bilge .....		3 1/4	3 1/4	1/16	3	3	,, Stringer Plates on ends of Hold or Lower Dk Beams }
,, Number .....		3 1/4	3 1/4	1/16	3	3	Ceiling between Decks ....
		3 1/4	3 1/4	1/16	3	3	Stringer or Tie Plates outside Hatchways ....
		3 1/4	3 1/4	1/16	3	3	Deck Beam Clamps .....
		3 1/4	3 1/4	1/16	3	3	,, Shelf .....
		3 1/4	3 1/4	1/16	3	3	Stringers in Hold .....
		3 1/4	3 1/4	1/16	3	3	Deck, Lower .....
		3 1/4	3 1/4	1/16	3	3	Deck, Upper, how fastened to Beams

Transoms, material Iron or, if none, in what manner compensated for. By flooring plate rivetted to frames  
 Knight-heads 4 Bulkheads, No. 2 Thickness of 1/16 inch  
 Hawse Timbers 5 are they free from defects? Yes how secured to the sides of the ship Rivetted between two frames  
 size of vertical angle iron and their distance apart 3 1/2 x 3 1/2 x 3 1/2 in. apart  
 The Frames or Ribs extend in one length from Keel to Gunwale rivetted through plates with ( 1/8 in.) rivets, about ( 1/2 in.) apart.  
 The reverse angle irons on the floors extend in one length across the middle line from 3 1/2 to 5 feet on each side alternately to hold beams stronger to gunwale  
 ,, ,, ,, on the frames ,, ,, from 4 to 4  
 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 ( 1/4 in.) diameter averaging ( 4 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 ( 1/8 in.) diameter, averaging ( 3 ins.) from centre to centre of rivets.  
 Butts from Keel to turn of bilge, worked carvel with a lining piece ( 5/16 thick, double or single rivetted; rivets ( 1/8 in.) diameter, averaging ( 3 ins.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? Alternately  
 Edges from bilge to planksheer, worked carvel with a lining piece ( ) thick, double or single rivetted; rivets ( 1/8 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? Alternately  
 Butts from bilge to planksheers, worked carvel with a lining piece ( 1/16 thick, or clencher, double or single rivetted; rivets ( 1/8 in.) diameter averaging ( 3 ins.) from centre to centre of rivets. Breadth of laps in double rivetting ( 4 1/2 ) Breadth of laps in single rivetting ( )  
 Planksheer, how secured to the plating of the sides { Explain by sketch, }  
 Waterway ,, ,, planksheer and to the Beams { if necessary. }  
 Side trussing breadth and thickness of plates how secured?  
 Deck trussing  
 Deck Beams, how secured to the side? By beam ends turned knee plates & rivetted to frames  
 Hold or Lower Deck ,, The same as above  
 Paddle ,,  
 No. of breasthooks 5 crutches 5 how are pointers compensated? By plate iron rivetted to frames  
 What description of iron is used for the angle iron and plate iron in the vessel? Staffordshire plates





the clenchwork in all cases in breadth at least five times the diameter of the rivets in double rivetted  
e times the diameter of the rivets where single rivetting is admitted? Yes  
butts lay close together throughout their length without requiring any making good of deficiencies? Yes  
fill in solid with single pieces, or are they in short lengths of various thicknesses? Filled in solid  
ening pieces, or plate to plate, &c., conform well to each other? Yes and are the rivet holes  
in the outer plate? Yes  
or have been put through the seams or butts of the plating? a few 3581 Iron

condition, and sufficient in size and length.  
Irony, Irons & Harbour Board  
CABLES, &c.

	Fathoms.	Inches.
<u>Testing Department</u>		
<u>Tested to 64 " 12 " 2</u>	150	1 5/16
Chain <u>64 " 12 " 2</u>	150	1 5/16
Hempen Stream Cable	—	—
Hawser	—	—
Towlines	—	—
Warp	—	—
All of _____ quality.		

ANCHORS, and their weights.

	No.	Weight.
Bower, .....	—	—
Stream, .....	—	—
Kedge, .....	—	—

Her Standing and Running Rigging \_\_\_\_\_ sufficient in size and \_\_\_\_\_ in quality.

She has \_\_\_\_\_ Long Boat and \_\_\_\_\_

The present state of the Windlass is Good Capstan Good and Rudder Good Pumps Lead metal 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	<u>July 14<sup>th</sup> 1863</u>
	2nd.	On the plating during the progress of rivetting	<u>August 20<sup>th</sup> "</u>
	3rd.	When the beams were in and fastened, and before the decks were laid	<u>July 14<sup>th</sup> "</u>
	4th.	When the ship was complete, and before the plating was finally coated	<u>Jan'y 12<sup>th</sup> 1864</u>
	5th.	After the ship was launched	<u>March 14<sup>th</sup> "</u>

This vessel has an Intercostal keelson about midway between the middle line keelson and the bilge  
plates  $\frac{11}{16}$  Angle Irons  $5\frac{1}{2} \times 4\frac{1}{2} \times \frac{9}{16}$  In. on top of floor, Orlop beams bulb Iron  $8\frac{1}{2} \times \frac{9}{16}$  In. Angle Irons  
on top  $3\frac{1}{4} \times 3\frac{1}{4} \times \frac{9}{16}$  In beams rivetted to every fourth, and eighth frame alternately, and a knee plate  
between in all wide spaces. Stringer plates  $24 \times \frac{11}{16}$  In. Iron angle Irons  $4 \times 3 \times \frac{9}{16}$  In. rivetted back  
to back on each of hatchways for 16 ft runs, diagonal tie plates, abreast  
of each,  $13\frac{1}{2} \times \frac{11}{16}$  In rivetted to upper and lower deck beams

The Iron in this vessel is good, but the workmanship is rough.

In what manner are the surfaces preserved from oxidation? The flat of bottom to round the turn of bilge is Portland Cement  
above this, together with the entire outside of hull, is coated twice, with a mixture of Red & White lead

I am of opinion this Vessel should be classed 12 A

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

March 11/6 Special ..... £ 41 : 14 : 6

Travelling Expenses £18. 6. 6

Certificate (if required) ..... £46. 14. 6

Committee's Minute 13<sup>th</sup> May 1864

Character assigned A - for 12 Years - Say

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Foundation