

IRON SHIPS

Compared with the Rules & Table of 500 and 1000

Per 18/5/64 Tons

Survey held at Chester Date May 12th 1864
on the Master Gale

Tonnage Gross 528.05 Engine Room Register 528.05 Built at Chester

When Built 1863 Launched 23rd Feb^{ry} By whom built T. Aslee S. B. C.

Owners J. Atwood Port belonging to Liverpool Destined Voyage Valparaiso

If Surveyed Afloat or in Dry Dock On the Building Slip and in Dry Dock at L'pool

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.
154	6		27	2	5	15	7	5					
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	21		21										
Floors, Size of Angle Iron, and No. <u>one</u> at bottom of Floor Plate	4	3	8 1/8	3 3/4	2 3/4	7 1/8							
depth and thickness of Floor Plate at mid line	17	x	9 1/8	18 1/4	x	8 1/8							
depth and thickness of Floor Plate at Bilge Keelson	12	x	9 1/8	3 3/4	x	8 1/8							
Size of Reversed Angle Iron, and No. <u>one</u> at top of Floor Plate	3	2 1/2	6 1/8	3	2 1/2	6 1/8							
Frames, Size of Angle Iron, single or double	4	3	8 1/8	3 3/4	2 3/4	7 1/8							
Reversed Iron, <u>to every frame</u>	3	2 1/2	6 1/8	3	2 1/2	6 1/8							
Beams, Deck (N ^o .) <u>double</u> Angle Iron, <u>Plate, or Bulb Iron</u>	7	x	7 1/8	6 1/4	x	7 1/8							
double or single Angle Iron, on upper edge	3	2 1/2	6 1/8	3	2 1/2	6 1/8							
average space between	42		42										
if wood (N ^o .) <u>sided & moulded</u>													
Hold, or Lower Deck (N ^o .) <u>double</u> Angle Iron, <u>Plate, or Bulb Iron</u>	7	x	7 1/8	6 1/4	x	7 1/8							
double or single Angle Iron, on upper edge	3	2 1/2	6 1/8	3	2 1/2	6 1/8							
average space between	42		42										
if wood (N ^o .) <u>sided & moulded</u>													
Paddle, wood, sided and moulded, or <u>Iron, size of Plate</u>													
Engine													
Keelson, single plate, box, or intercostal	<u>See sketch on other side</u>												
Size of Plates	<u>32 x 1 1/8</u>												
Size of Angle Irons	<u>5 x 3 1/2 x 3/16 below 12 x 1 1/8</u>												
Ditto Bilge (No. <u>one</u>)	<u>8 1/2 x 1 1/8 x 3/16 4 x 3 x 3/16 4 1/2 x 3 1/2 x 3/16</u>												
Transoms, material <u>or, if none, in what manner compensated for.</u>	<u>Iron frames, plates & choirs</u>												
Knight-heads, and Hawse Timbers	<u>Iron frames, plates & choirs</u>												
The Frames or Ribs extend in one length from <u>keel</u> to <u>gunwale</u>	<u>rivetted through plates with (3/4 in.) rivets, about (6 to 7) apart.</u>												
The reverse angle irons on the floors extend in one length <u>from the middle line</u> to <u>gunwale</u>	<u>to bilge keelson and extend to height of hold beam stringer</u>												
Keelson, how are the various lengths of plates or angle irons connected?	<u>Angle iron shifted, and a strip between upper & lower again</u>												
Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets (1 1/8 in.) diameter averaging (4 1/2 in.) from centre to centre of rivet.													
Edges from Garboards to upper part of bilge, worked <u>carvel</u> with a lining piece (in.) thick, or <u>clencher</u> , double or single rivetted; rivets (3/4 in.) diameter, averaging (3 ins.) from centre to centre of rivets.													
Butts from Keel to turn of bilge, worked <u>carvel</u> with a lining piece (1 1/8 in.) thick, double or single rivetted; rivets (3/4 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? <u>Garboard and only</u>													
Edges from bilge to sheerstrake, worked <u>carvel</u> with a lining piece () thick, or <u>clencher</u> , double or single rivetted; rivets (3/4 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?													
Edge of Sheerstrake, double or single rivetted?	<u>Double</u>												
Butts from bilge to planksheers, worked <u>carvel</u> with a lining piece (1 1/8 in.) thick, double or single rivetted; rivets (3/4 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 ()													
Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted?	<u>Double</u>												
Planksheer, how secured to the plating of the sides	<u>Explain by sketch</u>												
Waterway	<u>if necessary.</u>												
Deck Beams, how secured to the side?	<u>By knee plates forged out of bulb iron beams.</u>												
Hold or Lower Deck	<u>at</u>												
Paddle	<u>at</u>												
No. of breasthooks	<u>crutches</u>												
how are pointers compensated?	<u>All fore & aft ties connected at their ends</u>												
What description of iron is used for the angle iron and plate iron in the vessel?	<u>Minnersley & Co. Builder's Signature</u>												
	<u>Clashgate Cross and Consett</u>												
	<u>Wm Davidson</u>												

3589 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

Do the holes for rivetting plate to frames, lining pieces, or plate to plate, &c., conform well to each other? generally good and are the rivet holes well and sufficiently countersunk in the outer plate? generally good

Are there any rivets which either break into or have been put through the seams or butts of the plating? a few only in Butts.

Her Masts, Yards, &c., are in good condition, and sufficient in size and length.

She has SAILS.

CABLES, &c.

ANCHORS, and their weights.

N^o.

Fore Sails,

Fore Top Sails,

Fore Topmast Stay Sails,

Main Sails,

Main Top Sails,

Chain

Hesper Stream Cable

Hawser

Towlines

Warp

All of good quality.

Fathoms.

Inches.

Bower,

Stream,

Kedge,

N^o.

Weight.

21" 0" 24

19" 2" 8

20" 1" 14

8" 0" 3

4" 0" 13

2" 0" 2

Her Standing and Running Rigging of Steel and Wire sufficient in size and good in quality.

She has One Long Boat and 3 Others

The present state of the Windlass is good Capstan Iron and Rudder good Pumps Iron, two in main hold and one in fore & after compartments

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

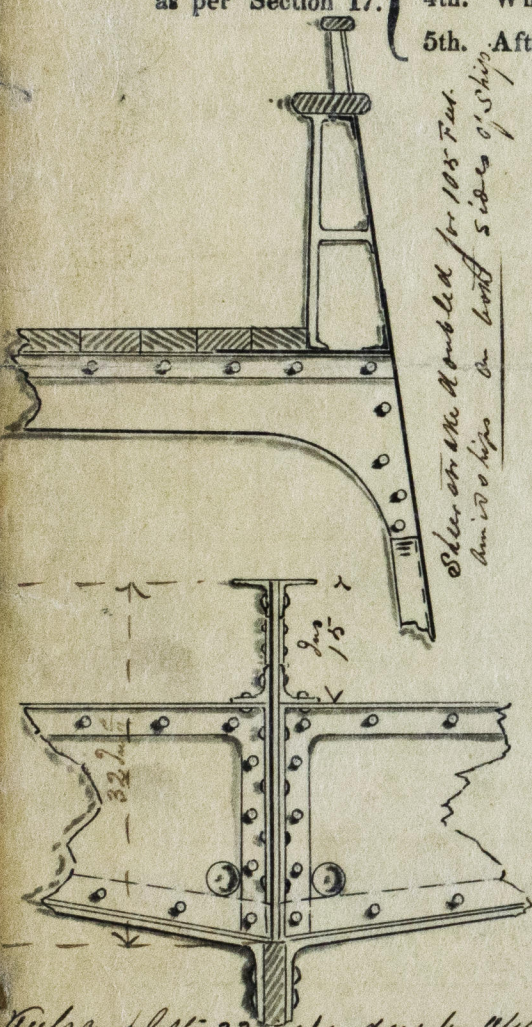
DATES of Surveys held while building, as per Section 17.

- 1st. On the several parts of the frame, when in place, and before the plating was wrought
- 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

Under special survey the whole time of building from May 19th

This vessel is well built, - has a raised quarter-deck and full fore-castle. It will be seen that in many parts she is in excess of the requirements of the Rules and double rivetted throughout in her hull and angles.

J. F. L.



Hull on plate 32 inches deep by 1 1/2 with a slot taken out to allow it to go down over the floors, and all the reverse angle iron turn down on to the plate. Riveted through the same and to the floor plates.



Masts and Bowsprit of Iron plates 1/16, and angle irons 3 1/2 x 3 x 9/16 double rivetted in butts and single rivetted edges. Lower parts of steel 1/4 and 3/16 at ends. Angle bars 3 x 2 1/4 x 9/16. Double rivetted in butts and single in edges. By patent and Portland Cement in flat of bottom.

In what manner are the surfaces preserved from oxidation?

ALL.

I am of opinion this Vessel should be classed

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

Special £ 26 : 8 : " 13/6/64

Certificate (if required) £ 0 : " : "

Committee's Minute Jan 17th 1864

Character assigned A1 Built in Iron
(C. I.)



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