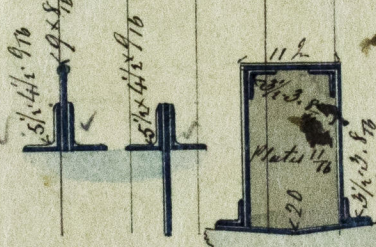


# IRON SHIPS.

No. 1800 Survey held at Belfast Date 26<sup>th</sup> May 1864  
 on the New Iron Ship "Baroda" Master Thos Sully  
 Tonnage Gross 1364 Engine Room Register Built at Belfast  
 When Built 1864 Launched 23<sup>rd</sup> April By whom built Harland & Wolff  
 Owners St I Brockbank Port belonging to Liverpool Destined Voyage India via Liverpool  
 Surveyed Afloat or in Dry Dock Specially Surveyed 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.
225			36			23				
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	Inches in Ship.	Inches required per Rule.	21			Stem, N bar iron, moulding and thickness	Inches in Ship.	16ths required per Rule.	Inches required per Rule.	16ths required per Rule.
Floors, Size of Angle Iron, and No. 2 at bottom of Floor Plate	Inches in Ship.	Inches required per Rule.	5	3 1/2	9 7/8	" if plate iron, breadth and thickness	9 x 3		9 x 3	
" depth and thickness of Floor Plate at mid line	25	1 1/2	25		1 1/2	" " if plate iron, breadth and thickness				
" depth and thickness of Floor Plate at Bilge Keelson	6 1/2	1 1/2	6			Keel, N bar iron, depth and thickness	12 x 2 1/2		9 x 3	
" Size of Reversed Angle Iron, and No. 2 at top of Floor Plate	3 1/2	3	3 1/2	3	8 3/8	" if plate iron, breadth and thickness				
Frames, Size of Angle Iron, single or double	5	3 1/2	9 7/8	5	3 1/2	Garboard Plates, Breadth and thickness	29	14 1/2	14 1/2	
" " Reversed Iron, N to every frame or every frame	3 1/2	3	8 3/8	3 1/2	8 3/8	From Garboard to upper part of Bilge		13 7/8	13 7/8	
Beams, Deck (N° ) double Angle Iron, Plate, or Bulb Iron	9		9 7/8	9	9 7/8	From upper part of Bilge to Sheerstrakes		12 7/8	12 7/8	
" " double or single Angle Iron, on upper edge	3 1/2	3	4 7/8	3 1/2	4 7/8	Sheerstrakes, Breadth and thickness	24	13 7/8	13 7/8	
" " average space between	4 1/2		4 1/2			Butt Straps to outside plating, Breadth and thickness	10, 24, 41, 12, 13, 4	7 1/2, 7 1/2, 7 1/2		
" " if wood (N° ) sided & moulded						Planksheers				
" Hold, or Lower Deck (N° ) double Angle Iron, Plate, or Bulb Iron	9		9 7/8	9	9 7/8	Gunwale Plate or Stringer on ends of Up. Dk Beams	31 1/2	11 7/8	32	4 1/8
" " double or single Angle Iron, on upper edge	3 1/2	3	4 7/8	3 1/2	4 7/8	Angle Iron on ditto	5 1/2, 4 1/2	9 7/8	5 1/2, 4 1/2	9 7/8
" " average space between	4 1/2		4 1/2			Diagonal Tie Plates on Beams	13 1/2	4 7/8		
" " if wood (N° ) sided & moulded						Waterway				
" Paddle, wood, sided and moulded, or if Iron, size of Plate						Deck	4 1/2		4	
" Engine						Ceiling in Hold	2 1/2			
Keelson, single plate, box, or intercostal						Ceiling betwixt Decks	2 1/2			
" Size of Plates						Beam Clamps or Spirketting				
" Size of Angle Irons						" Shelf				
Ditto Bilge (No. 5)						" Stringer Plates on ends of Hold or Lower Dk Beams	24	11 1/2	24	4 7/8
						Ceiling between Decks	2 1/2			
						Stringer or Tie Plates outside Hatchways	13 1/2	4 7/8	16 1/2	4 7/8
						Deck Beam Clamps or Spirketting				
						" Shelf				
						Stringers in Hold	5 1/2, 4 1/2	9 7/8	5 1/2, 4 1/2	9 7/8
						Deck, Lower	3 1/2			
						Deck, Upper, how fastened to Beams				
						Bulkheads, N° 1				



Transoms, material iron or, if none, in what manner compensated for.  
 Knight-heads, and Hawse Timbers iron  
 The Frames or Ribs extend in one length from Keel to Gunwale rivetted through plates with ( 7/8 in.) rivets, about ( 4 ) apart.  
 The reverse angle irons on the floors extend in one length across the middle line from 2 1/2 to 4 1/2 feet on to each side alternately to hold main stringers

" " " on the frames " " " from Keel to Gunwale  
 Keelson, how are the various lengths of plates or angle irons connected? With butt straps  
 Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets ( 1 1/2 x 1 ins.) 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 ( in ) thick, or cleacher, double or single rivetted; rivets ( 7/8 in.) diameter, averaging ( 3 1/2 ins.) from centre to centre of rivets.  
 " Butts from Keel to turn of bilge, worked carvel with a lining piece ( 3 1/2 x 1 1/2 ) thick, double or single rivetted; rivets ( 7/8 in.) diameter, averaging ( 3 1/2 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 sheerstrake, worked carvel with a lining piece ( in ) thick, or cleacher, double or single rivetted; rivets ( 7/8 in.) diameter, averaging ( 3 1/2 in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? Alternately  
 " Edge of Sheerstrake, double or single rivetted? on lower edge  
 " Butts from bilge to planksheers, worked carvel with a lining piece ( 1 1/2 x 1 1/2 ) thick, double or single rivetted; rivets ( 7/8 in.) diameter averaging ( 3 ins.) from centre to centre of rivets. Breadth of laps in double rivetting ( 5 ) Breadth of laps in single rivetting ( in )

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

Planksheer, how secured to the plating of the sides { Explain by sketch }  
 Waterway " " planksheer and to the Beams { if necessary. }

Deck Beams, how secured to the side? Knee plates welded and rivetted to frames

Hold or Lower Deck " The same as above and diagonal trussing to masts

Paddle " "

No. of breasthooks 4 crutches 3 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? Harland & Wolff's Builder's Signature



Harland & Wolff

IRON 4374-0025



3595. *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? *Filled in 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? *Yes*

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

*Iron*  
Her Masts, Yards, &c., are in *Good* condition, and sufficient in size and length.

She has **SAILS.**

**CABLES, &c.**

**ANCHORS, and their weights.**

N <sup>o</sup> .		Proved at <i>Lepton</i> Chain & Anchor Works. Fathoms.	Inches.		N <sup>o</sup> .	Weight.
		<i>Admiralty Proof to 5 1/2 Tons</i>				
1	Fore Sails,	Chain .....	500	1 13/16	1	44.0. 14
1	Fore Top Sails,	<i>Stream Chain, 2 1/2 "</i>	90	1 1/8	1	42.2. 0
1	Fore Topmast Stay Sails,	Hempen Stream Cable .....			1	43.1. 14
1	Main Sails,	Hawser .....	90	9	1	12.2. 4
1	Main Top Sails,	Towlines .....	90	13 1/4		
	and	Warp .....	90	7	1	5.1. 26
		All of <i>Good</i> quality.			1	3.1. 20

Her Standing and Running Rigging *Found to be* sufficient in size and *Good* in quality.

She has *one* Long Boat and *three others, Good.*

The present state of the Windlass is *Good* Capstan *Good* and Rudder *Good* Pumps *Cast 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	<i>November 13<sup>th</sup> 1863</i>
	2nd.	On the plating during the progress of rivetting	<i>January 26<sup>th</sup> 1864</i>
	3rd.	When the beams were in and fastened, and before the decks were laid	<i>November 13<sup>th</sup> 1863</i>
	4th.	When the ship was complete, and before the plating was finally coated	<i>March 22<sup>nd</sup> 1864</i>
	5th.	After the ship was launched	<i>May 26<sup>th</sup> "</i>

*This Vessel has an additional stringer on main deck beams, for 147 feet on each side amidships, 26 1/2 x 1 1/2 in tapering to 10 inches at ends, also six diagonal Lie plates 13 1/2 x 1 1/2 in, Ridge keelson bulb Iron 9 x 8 1/2 rivetted between two bars of angle Iron 5 1/2 x 4 1/2 x 9 1/2 in. for 112 feet on each side Amidships, and from thence angle Irons rivetted back to back to ends of Vessel. About midway between the middle line keelson & the bilge keelson, two angle Irons 5 1/2 x 4 1/2 x 9 1/2 in. all fore and aft, with wash plates 1/2 rivetted between, for 100 feet on each side Amidships.*

In what manner are the surfaces preserved from oxidation? *The flat of floor inside, to round the turn of bilge, all fore and aft, is covered with Portland Cement, about one inch thick. Above this together with the entire outside of hull, coated twice with a mixture of Red and white Lead paint*

I am of opinion this Vessel should be classed *A*

The amount of the Fee .....£ 5 : : is received by me, *Al. Linton*

*May 11/64* Special .....£ 68 : 4 :

Certificate (if required) .....£ 0 : 0 :

Committee's Minute *31<sup>st</sup> May 1864*

Character assigned *A*

*I find this Report correct for the class recommended -*

*31/5/64*



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