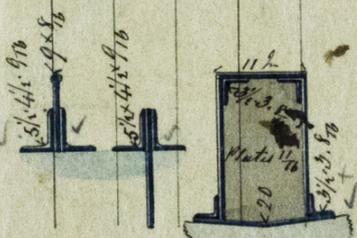


3595 IRON SHIPS.

Rec 31/5/64

No. 1800 Survey held at Delfast Date 26th May 1864
 on the New Iron Ship "Baroda" Master Tho Sully
 Tonnage Gross 1344 Engine Room Register Built at Delfast
 When Built 1864 Launched 23rd April By whom built Harland & Wolff
 Owners St. J. 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		Feet. Inches.		Power of Engines	Horse.
	225	-		36	6	23	11	23	11		
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	21		21		21		21		9.3		16ths required
Floors, Size of Angle Iron, and No. 2 at bottom of Floor Plate	5	3 1/2	9 7/8	5	3 1/2	9 7/8			9.3		16ths required
depth and thickness of Floor Plate at mid line	25		1 1/8	25		1 1/8			9.3		16ths required
depth and thickness of Floor Plate at Bilge Keelson	6 1/2		1 1/8	6 1/2		1 1/8			9.3		16ths required
Size of Reversed Angle Iron, and No. 2 at top of Floor Plate	3 1/2	3	8 7/8	3 1/2	3	8 7/8			9.3		16ths required
Frames, Size of Angle Iron, single or double	5	3 1/2	9 7/8	5	3 1/2	9 7/8			9.3		16ths required
Reversed Iron, N to every frame or every frame	3 1/2	3	8 7/8	3 1/2	3	8 7/8			9.3		16ths required
Beams, Deck (N°) double Angle Iron, Plate, or Bulb Iron	9		9 7/8	9		9 7/8			9.3		16ths required
double or single Angle Iron, on upper edge	3 1/2	3	4 7/8	3 1/2	3	4 7/8			9.3		16ths required
average space between	4 1/2		4 1/2	4 1/2		4 1/2			9.3		16ths required
if wood (N°) sided & moulded									9.3		16ths required
Hold, or Lower Deck (N°) double Angle Iron, Plate, or Bulb Iron	9		9 7/8	9		9 7/8			9.3		16ths required
double or single Angle Iron, on upper edge	3 1/2	3	4 7/8	3 1/2	3	4 7/8			9.3		16ths required
average space between	4 1/2		4 1/2	4 1/2		4 1/2			9.3		16ths required
if wood (N°) sided & moulded									9.3		16ths required
Paddle, wood, sided and moulded, or if Iron, size of Plate									9.3		16ths required
Engine									9.3		16ths required
Keelson, single plate, box, or intercostal									9.3		16ths required
Size of Plates									9.3		16ths required
Size of Angle Irons									9.3		16ths required
Ditto Bilge (No. 5)									9.3		16ths required



Stem, N bar iron, moulding and thickness ...
 " if plate iron, breadth and thickness ...
 Stern-post, N bar iron, moulding and thickness ...
 " " if plate iron, breadth and thickness ...
 Keel, N bar iron, depth and thickness ...
 " if plate iron, breadth and thickness ...
 Garboard Plates, Breadth and thickness ...
 From Garboard to upper part of Bilge ...
 From upper part of Bilge to Sheerstrakes ...
 Sheerstrakes, Breadth and thickness ...
 Butt Straps to outside plating, Breadth and thickness ...
 Planksheers ...
 Gunwale Plate or Stringer on ends of Up. Dk Beams ...
 Angle Iron on ditto ...
 Diagonal Tie Plates on Beams ...
 Waterway ...
 Deck ...
 Ceiling in Hold ...
 Ceiling betwixt Decks ...
 Beam Clamps or Spirketting ...
 Shelf ...
 Stringer Plates on ends of Hold or Lower Dk Beams ...
 Ceiling between Decks ...
 Stringer or Tie Plates outside Hatchways ...
 Deck Beam Clamps or Spirketting ...
 Shelf ...
 Stringers in Hold ...
 Deck, Lower ...
 Deck, Upper, how fastened to Beams ...
 Bulkheads, N° ... Thickness of ...
 how secured to the sides of the ship ...
 size of vertical angle iron and their distance apart ...

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 beams together
 " " " on the frames " " " from to
 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 (1/2 + 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 (1/2 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 in.) thick, double or single rivetted; rivets (1/2 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 () thick, or cleacher, double or single rivetted; rivets (1/2 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 in.) thick, double or single rivetted; rivets (1/2 in.) diameter averaging (3 ins.) from centre to centre of rivets. Breadth of laps in double rivetting (5) Breadth of laps in single rivetting ()
 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? Keel 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? St. J. Brockbank Iron Co Glasgow



Builder's Signature
Harland & Wolff

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

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

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.		
N ^o .		Proved at Lipton Chain & Anchor Works	Fathoms.	Inches.	No.	Weight.
1	Fore Sails,	Admiralty Proof to 5 1/10 Tons	300	1 13/16	1	44.0. 14
1	Fore Top Sails,	Stream Chain, 2 3/4 "	90	1 1/8	1	42.2. 0
1	Fore Topmast Stay Sails,	Hawser	90	9	1	43.1. 14
1	Main Sails,	Towlines	90	1 3/4	1	12.2. 4
1	Main Top Sails,	Warp	90	7	1	5.1. 26
and		All of <u>Good</u> 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	<u>November 13th</u>	<u>1863</u>
2nd.	On the plating during the progress of rivetting	<u>January 21st</u>	<u>1864</u>
3rd.	When the beams were in and fastened, and before the decks were laid	<u>November 13th</u>	<u>1863</u>
4th.	When the ship was complete, and before the plating was finally coated	<u>March 22nd</u>	<u>1864</u>
5th.	After the ship was launched	<u>May 26th</u>	<u>"</u>

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 tie 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 bars 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, Wm. P. Linton

Wm. W. G. Special£ 8 : 4 :

Certificate (if required)£ 4 : 0 : 243 " 4 " 0

Committee's Minute 31st May 1864

Character assigned A

I find this Report correct for the class recommended -
31/5/64
1871



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