

437

IRON SHIPS.

Dec 13/8/67

No. 2224 Survey held at Glasgow Date 14th July 1864
the "S. S. Fabre" Master Alex. Taylor
Tonnage Gross 260.26 Engine Room 83.08 Register 144.18 Built at Glasgow
When Built 1864 Launched 21st June By whom built A & S Inglis
Owners Bath & Co Port belonging to Francea Destined Voyage Francea to Havre
If Surveyed Afloat or in Dry Dock Whilst building

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.
	14	4		21	5		12	6				4	2
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	Inches in Ships.	Inches required per Rule.	Inches in Ships.	Inches required per Rule.	16ths required per Rule.	Stem, if bar iron, moulding and thickness	Inches in Ship.	16ths required per Rule.	Inches required per Rule.	16ths required per Rule.			
	21	21				if plate iron, breadth and thickness	62	2	64	2			
Floors, Size of Angle Iron, and No. / at bottom of Floor Plate	Inches in Ship.	Inches in Ship.	16ths in Ship.	Inches required per Rule.	16ths required per Rule.	Stern-post, if bar iron, moulding and thickness	4	3	64	4			
	3	22	6	3	22	if plate iron, breadth and thickness							
depth and thickness of Floor Plate at mid line	15	6	16	13	6	Keel, if bar iron, depth and thickness	62	2	64	2			
depth and thickness of Floor Plate at Bilge Keelson	62	6	16			if plate iron, breadth and thickness							
Size of Reversed Angle Iron, and No. / at top of Floor Plate	22	22	6	24	24	Garboard Plates, Breadth and thickness	30	6		8			
Frames, Size of Angle Iron, single or double	3	22	6	3	22	From Garboard to upper part of Bilge				6			
Reversed Iron, to every frame	10	above	bilges			From upper part of Bilge to Sheerstrakes				6			
every other frame	9	unusually				Sheerstrakes, Breadth and thickness	36	6		6			
Beams, Deck (N ^o 34) double Angle Iron	5	6	54	5		Butt Straps to outside plating, Breadth and thickness	8	6	6	6			
Plate, or Bulb Iron						Planksheers	26	6	21	6			
double or single Angle Iron, on upper edge	24	24	6	2	2	Gunwale Plate or Stringer on ends of Up. Dk Beams				3	3	6	
average space between	3	6	3	6		Angle Iron on ditto				3	3	6	
if wood (N ^o) sided & moulded						Diagonal Tie Plates on Beams							
Hold, or Lower Deck (N ^o) double Angle Iron, Plate, or Bulb Iron						Waterway	Red Pine	5	11				
double or single Angle Iron on edge						Deck	Yellow Pine	22					
average space between						Ceiling in Hold	Am. Elm	24					
if wood (N ^o) sided & moulded						Ceiling betwixt Decks							
Paddle, wood, sided and moulded, or if Iron, size of Plate						Beam Clamps or Spirketting							
Engine						Shelf							
Keelson, single plate, bar, or intercostal	15	6	16	4	16	Stringer Plates on ends of Hold or Lower Dk Beams							
Size of Plates	2	4	3	3	6	Ceiling between Decks							
Size of Angle Irons	8	6	16	3	6	Stringer or Tie Plates outside Hatchways	8	6	8	6			
Ditto Bilge (No.)	8	6	16	3	6	Deck Beam Clamps or Spirketting							
Transoms, material						Shelf							
Knight-heads, and Hawse Timbers						Stringers in Hold	Bulkhead	8	6	3	3	6	
The Frames or Ribs extend in one length from						Deck, Lower	2	4	3	3	6		
The reverse angle irons on the floors extend in one length across the middle line from						Deck, Upper, how fastened to Beams							
on the frames						Bulkheads, N ^o 4							
Keelson, how are the various lengths of plates or angle irons connected?						how secured to the sides of the ship							
Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets						size of vertical angle iron and their distance apart							
Edges from Garboards to upper part of bilge, worked carvel with a lining piece													
Butts from Keel to turn of bilge, worked carvel with a lining piece													
Edges from bilge to sheerstrake, worked carvel with a lining piece													
Edge of Sheerstrake, double or single rivetted?													
Butts from bilge to planksheers, worked carvel with a lining piece													
Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted?													
Planksheer, how secured to the plating of the sides													
Waterway													
Deck Beams, how secured to the side?													
Hold or Lower Deck													
Paddle													
No. of breasthooks													
What description of iron is used for the angle iron and plate iron in the vessel?													

IRON 4374-0128

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Builder's Signature
A. S. Inglis
Registered
Foundation

3698 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? 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 Bulkheads

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 .			Fathoms. Inches.	N ^o .	Weight.
<u>One Complete</u> <u>Suit</u>	Fore Sails,	Chain	<u>Sealed to 18</u> 180	<u>Porters Patent</u> Bower,	1 8.2.11
	Fore Top Sails,	Hempen Stream Cable	90		1 8.1.16
	Fore Topmast Stay Sails,	Hawser	45 6	Stream,	1 2.2.19
	Main Sails,	Towlines	45 4	Kedge,	1 1.1.9
	Main Top Sails,	Warp			
and		All of <u>good</u> quality.			

Her Standing and Running Rigging gal. iron wire sufficient in size and good in quality.

She has one Long Boat and one other

The present state of the Windlass is new Capstan new and Rudder new Pumps new

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>Built under</u>
2nd.	On the plating during the progress of rivetting	<u>Ordinary Survey</u>
3rd.	When the beams were in and fastened, and before the decks were laid	<u>from 11th April</u>
4th.	When the ship was complete, and before the plating was finally coated	<u>till 14th July 1864</u>
5th.	After the ship was launched	

The vessel is built in conformity with the accompanying Midship Section, and in accordance with the Secretary's letter of the 15th April 1864.

The sheerstrake is 9⁶/₁₆" thick, is 3 feet wide, & extends 12" above the gunwale plate. A stringer consisting of a Bulk plate 8" x 9⁶/₁₆" and two angle irons 3¹/₂" x 3¹/₂" x 9⁶/₁₆" extends fore & aft 4 feet 6 ins. below deck beams. A water tight flat is fitted with athwartship angle irons 3¹/₂" x 2¹/₂" x 9⁶/₁₆" to every frame covered with 4" plating with a fore & aft angle iron rivetted to reverse bars, & chocks fitted between the frames.

In what manner are the surfaces preserved from oxidation? with red lead & patent paint

I am of opinion this Vessel should be classed A 1

The amount of the Fee£ 3 : 0 : 0 is received by me,

Ans WMS Special£ 4 : 4 : 0

Certificate (if required)£ 5 : 0 : 0

Committee's Minute 16th August 1864

Character assigned A 1

H. Pearce.

Recorded in the
 Lloyd's Register
 Foundation