

437

IRON SHIPS.

Dec 13/8/67

No. 2224 Survey held at Glasgow Date 14th July 1864
 the "Genl. 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 Transea Destined Voyage Transea to Havre
 If Surveyed Afloat or in Dry Dock Whilst building

Length aloft 147 4 Extreme Breadth... 21 8 5 Depth from top of Upper Deck } 12 6 Power of Engines.... 42
 Beam to top of Floor..... }

	Feet.		Inches.		Feet.		Inches.		Feet.		Inches.		Horse.	
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	21		0		21		0							
Floors, Size of Angle Iron, and No. / at bottom of Floor Plate	3	2 1/2	9/16	3	2 1/2	9/16								
depth and thickness of Floor Plate at mid line	15	6 1/2	9/16	15	6 1/2	9/16								
depth and thickness of Floor Plate at Bilge Keelson	6 1/2	6 1/2	9/16											
Size of Reversed Angle Iron, and No. / at top of Floor Plate	2 1/2	2 1/2	5/16	2 1/2	2 1/2	5/16								
Frames, Size of Angle Iron, single or double	3	2 1/2	9/16	3	2 1/2	9/16								
Reversed Iron, & to every frame & every other frame	General													
Beams, Deck (N ^o 24) double Angle Iron Plate, or Bulb Iron	5	6	5/16	5	6	5/16								
double or single Angle Iron, on upper edge	2 1/2	2 1/2	5/16	2	2	5/16								
average space between	3 ft 6 in		3 ft 6 in											
if wood (N ^o) sided & moulded														
Hold, or Lower Deck (N ^o) double Angle Iron, Plate, or Bulb Iron														
double or single Angle Iron on edge														
average space between														
if wood (N ^o) sided & moulded														
Paddle, wood, sided and moulded, or if Iron, size of Plate														
Engine														
Keelson, single plate, bar, or intercostal	15	3	3	3	3	3	3	3	3	3	3	3	3	
Size of Plates	2. A. S.													
Size of Angle Irons	Bulb Plate													
Ditto Bilge (No.)	2. A. S.													

	Inches.		16ths.		Inches.		16ths.					
	In Ship.	In Ship.	required per Rule.	required per Rule.	Inches.	16ths.	required per Rule.	required per Rule.				
Stem, if bar iron, moulding and thickness	6 1/2	2	6 1/4	2								
if plate iron, breadth and thickness	4	3 1/2	6 1/4	4								
Stern-post, if bar iron, moulding and thickness	6 1/2	2	6 1/4	2								
if plate iron, breadth and thickness	6 1/2	2	6 1/4	2								
Keel, if bar iron, depth and thickness												
if plate iron, breadth and thickness												
Garboard Plates, Breadth and thickness	30	9/16	8	7/16								
From Garboard to upper part of Bilge	9/16	4/16	4	7/16								
From upper part of Bilge to Sheerstrakes	4	7/16	6	7/16								
Sheerstrakes, Breadth and thickness	36	9/16	4	7/16								
Butt Straps to outside plating, Breadth and thickness	8 1/2	9/16	3	3/16								
Planksheers	Iron Bulmark											
Gunwale Plate or Stringer on ends of Up. Dk Beams	26	9/16	21	6/16								
Angle Iron on ditto	3 1/2	4	3	3								
Diagonal Tie Plates on Beams	Red Pine 5 x 11											
Waterway	Yellow Pine 2 1/2											
Deck	Am. Elm 2 1/2											
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	8	9/16	8	9/16								
Deck Beam Clamps or Spirketting												
Shelf												
Stringers in Hold	Bulb Plate 8 7/16 3 3 7/16											
Deck, Lower	2. A. S. 3 x 3 x 9/16											
Deck, Upper, how fastened to Beams	nuts & screw bolts											
Bulkheads, N ^o 4	Thickness of 7/16 - A. S. 2 1/2 x 2 1/2 x 7/16											
how secured to the sides of the ship	submer double frames											
size of vertical angle iron and their distance apart	2 1/2 x 2 1/2 x 7/16 - 30 in											

Transoms, material Iron Plate, if none, in what manner compensated for. Iron Frames
 Knight-heads, and Hawse Timbers Iron Frames
 The Frames or Ribs extend in one length from Mid. line to Gunwale rivetted through plates with (5/8 in.) rivets, about (5") apart.
 The reverse angle irons on the floors extend in one length across the middle line from upper parts of Bilges to Ditto
 " " " on the frames " " " from Mid. line to Gunwale.
 Keelson, how are the various lengths of plates or angle irons connected? By lining pieces
 Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets (1 1/4 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 (1/2 in.) thick, or clencher, double or single rivetted; rivets (5/8 in.) diameter, averaging (2 1/2 ins.) from centre to centre of rivets.
 Butts from Keel to turn of bilge, worked carvel with a lining piece (1/2 in.) thick, double or single rivetted; rivets (5/8 in.) diameter, averaging (2 1/2 ins.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? Yes
 Edges from bilge to sheerstrake, worked carvel with a lining piece (1/2 in.) thick, or clencher, double or single rivetted; rivets (5/8 in.) diameter, averaging (2 1/2 in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? Yes
 Edge of Sheerstrake, double or single rivetted?
 Butts from bilge to planksheers, worked carvel with a lining piece (1/2 in.) thick, double or single rivetted; rivets (5/8 in.) diameter averaging (2 1/2 ins.) from centre to centre of rivets. Breadth of laps in double rivetting (3 1/2 in.) Breadth of laps in single rivetting (3 1/2 in.)
 Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted? Double
 Planksheer, how secured to the plating of the sides { Explain by sketch } Iron Bulmarks
 Waterway " " planksheer and to the Beams { if necessary. } Screw Bolts & nuts.
 Deck Beams, how secured to the side? Welded knees rivetted to frames
 Hold or Lower Deck "
 Paddle "
 No. of breasthooks Three crutches Three how are pointers compensated? All stringers run through
 What description of iron is used for the angle iron and plate iron in the vessel? Patched Builder's Signature A. S. Inglis

12004574-0128

1864-337A 0128

3698 Iron

Workmanship. Are the lands or laps of the clenwork 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 Butts

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

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.		
No.		Fathoms.	Inches.	No.	Weight.	
One Complete Sails	Fore Sails,	Chain <u>Sealed to 18</u>	180	1 1/2	Porters Patent	1 8.2.11
	Fore Top Sails,	Hempen Stream Cable	90	5 1/2	"	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 9/16" thick, is 3 feet wide, & extends 12" above the gunwale plate. A stringer consisting of a Bulb plate 8" x 9/16" and two angle irons 3 1/2" x 3 1/2" x 9/16" extends fore & aft 4 feet 6 ins. below deck beams. A water tight flat is fitted with athwartship angle irons 3 1/2" x 2 1/2" x 9/16" to every frame covered with 4/16 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 : - : - is received by me,
 Special£ 4 : 4 : -
 Certificate (if required)£ - : 5 : -

Committee's Minute 16th August 1864

Character assigned A 1

[Handwritten signatures and stamps]
 J. P. Pearce
 Secretary to the
 Lloyd's Reg. Foundation
 1864