

No. 4793 Survey held at Port Glasgow on the Screw Steamer "Tabasco" Master Duncan

Date 12<sup>th</sup> August

1864

Per 16/8/64

Tonnage Gross 278.38 Engine Room 64.62 Register 213.76 Built at Port Glasgow

When Built 1864 Launched 16<sup>th</sup> July 1864 By whom built Laurence Hill & Co.

Owners Jas. Graham & Co. Port belonging to Liverpool Destined Voyage Clyde to Liverpool & Vera Cruz.

If Surveyed Afloat or in Dry Dock 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.
152 <sup>7</sup> / <sub>10</sub>			22 <sup>7</sup> / <sub>10</sub>			11 <sup>5</sup> / <sub>10</sub>			60. Two engines	
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	Inches in Ship.	Inches required per Rule.	23		23					
Floors, Size of Angle Iron, and No. double	Inches in Ship.	Inches required per Rule.	3	2 <sup>1</sup> / <sub>2</sub>	4 <sup>1</sup> / <sub>2</sub>	3	2 <sup>1</sup> / <sub>2</sub>	4 <sup>1</sup> / <sub>2</sub>		
bottom of Floor Plate			13 <sup>1</sup> / <sub>2</sub>		13 <sup>1</sup> / <sub>2</sub>					
depth and thickness of Floor Plate at mid line			6 <sup>1</sup> / <sub>2</sub>		6 <sup>1</sup> / <sub>2</sub>					
depth and thickness of Floor Plate at Bilge Keelson			2 <sup>1</sup> / <sub>4</sub>	2 <sup>1</sup> / <sub>4</sub>	5 <sup>1</sup> / <sub>2</sub>	2 <sup>1</sup> / <sub>4</sub>	2 <sup>1</sup> / <sub>4</sub>	5 <sup>1</sup> / <sub>2</sub>		
Size of Reversed Angle Iron, and No. single at top of Floor Plate			3	2 <sup>1</sup> / <sub>2</sub>	4 <sup>1</sup> / <sub>2</sub>	3	2 <sup>1</sup> / <sub>2</sub>	4 <sup>1</sup> / <sub>2</sub>		
Frames, Size of Angle Iron, single or double			2 <sup>1</sup> / <sub>4</sub>	2 <sup>1</sup> / <sub>4</sub>	5 <sup>1</sup> / <sub>2</sub>	2 <sup>1</sup> / <sub>4</sub>	2 <sup>1</sup> / <sub>4</sub>	5 <sup>1</sup> / <sub>2</sub>		
Reversed Iron, & to every frame and on every alternate frame			6		6					
Beams, Deck (No. ) double Angle Iron, Plate, or Bulb Iron			2	2	4 <sup>1</sup> / <sub>2</sub>	2	2	4 <sup>1</sup> / <sub>2</sub>		
double or single Angle Iron, on upper edge			3 feet 10 inches							
average space between										
if wood (No. ) sided & moulded										
Hold, or Lower Deck (No. ) double Angle Iron, Plate, or Bulb Iron										
double or single Angle Iron, on edge										
average space between										
if wood (No. ) sided & moulded										
Paddle, wood, sided and moulded, or if Iron, size of Plate										
Engine										
Keelson, single plate, box, or intercostal			16 <sup>1</sup> / <sub>2</sub>		16 <sup>1</sup> / <sub>2</sub>					
Size of Plates			3	3	4 <sup>1</sup> / <sub>2</sub>	3	3	4 <sup>1</sup> / <sub>2</sub>		
Size of Angle Irons			3	3	4 <sup>1</sup> / <sub>2</sub>	3	3	4 <sup>1</sup> / <sub>2</sub>		
Ditto Bilge (No. two )										

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 ( <sup>3</sup>/<sub>4</sub> in.) rivets, about (6 inches) apart.

The reverse angle irons on the floors extend in one length across the middle line from upper part of bilge to Gunwale alternately

Keelson, how are the various lengths of plates or angle irons connected? Angle Iron butt straps

Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets ( <sup>1</sup>/<sub>4</sub> in.) diameter averaging (4<sup>1</sup>/<sub>2</sub> in.) from centre to centre of rivet.

Edges from Garboards to upper part of bilge, worked carvel with a lining piece ( <sup>1</sup>/<sub>2</sub> in.) thick, or clencher, double or single rivetted; rivets ( <sup>3</sup>/<sub>4</sub> in.) diameter, averaging (3 ins.) from centre to centre of rivets.

Butts from Keel to turn of bilge, worked carvel with a lining piece ( <sup>1</sup>/<sub>2</sub> in.) thick, double or single rivetted; rivets ( <sup>3</sup>/<sub>4</sub> 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? No

Edges from bilge to sheerstrake, worked carvel with a lining piece ( <sup>1</sup>/<sub>2</sub> in.) thick, or clencher, double or single rivetted; rivets ( <sup>3</sup>/<sub>4</sub> 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? No

Edge of Sheerstrake, double or single rivetted?

Butts from bilge to planksheers, worked carvel with a lining piece ( <sup>1</sup>/<sub>2</sub> in.) thick, double or single rivetted; rivets ( <sup>3</sup>/<sub>4</sub> in.) diameter averaging (3 ins.) from centre to centre of rivets. Breadth of laps in double rivetting (4<sup>1</sup>/<sub>2</sub>) Breadth of laps in single rivetting (2<sup>1</sup>/<sub>2</sub>)

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? Beam ends turned down

Hold or Lower Deck , ,

Paddle , ,

No. of breasthooks three crutches three how are pointers compensated?

What description of iron is used for the angle iron and plate iron in the vessel?

Markers of plates, Glasgow Foster & Co. & Macclesfield Iron Co.; Angle Iron Blackburn Iron Co.

Builder's Signature

Laurence Hill & Co.

IRON 437A-0155

3724 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 lengths

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

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.		
N <sup>o</sup> .			Fathoms.	Inches.	N <sup>o</sup> . Weight.	
✓  <i>Two Sails of Sails</i>	Fore Sails,	<i>Mersey docks &amp; Harbour Board</i> <i>Admiralty test</i> <i>Chain (private Machine) 20. 7. 12</i>	<i>93</i>	<i>1 1/2</i>	<i>Mersey Docks &amp; Harbour Board</i> <i>Admiralty test with private Machine</i> <i>Bower, 7 1/2. 23. 23. 1. 6. 8 1/2</i>	<i>1</i> ✓ <i>8. 3. 2 1/2</i>
	Fore Top Sails,		<i>90</i>	<i>1</i>		
	Fore Topmast Stay Sails,	Hempen Stream Cable	<i>90</i>	<i>6</i>	<i>(private Machine) Admiralty test</i> <i>10. 10. -</i>	<i>1</i> ✓ <i>8. 2. 8</i>
	Main Sails,	Hawser	<i>90</i>	<i>4</i>	<i>Stream, Bulby, &amp; Miller's patent</i> <i>5. - - -</i>	<i>1</i> ✓ <i>2. 1. 1 1/2</i>
	Main Top Sails,	Towlines				
		Warp				
and	All of <u>Good</u> quality.				<i>Kedge, 1. 1. 1. -</i>	

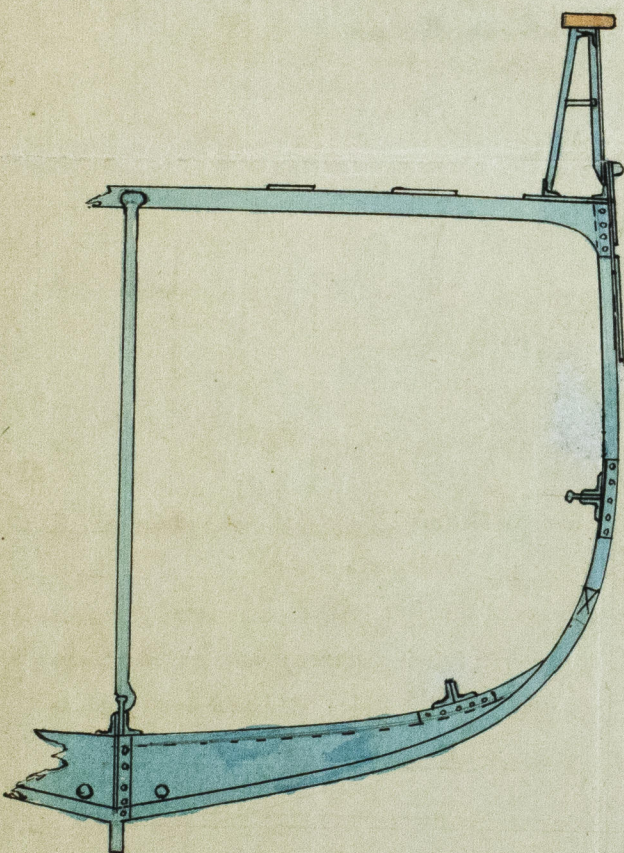
Her Standing and Running Rigging Hemp sufficient in size and Good in quality.

She has One Life Long Boat and Big

The present state of the Windlass is Good Capstan Good and Rudder Good Pumps Three lead Goods

**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>Specially surveyed while building from 5<sup>th</sup> April to 12<sup>th</sup> August 1864 in all details</u>
	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	



This vessel has been built under Special Survey as per Order N<sup>o</sup>. 315; has a flush deck with a house on deck amidships forming cabin and berths for crew; is schooner rigged.

One Bower Anchor only has been tested at the Mersey docks and Harbour Board and 93 fathoms of bower Chain. Remaining Anchors and Chain were tested at a private Machine as stated above, tested 27<sup>th</sup> June 1864.

In what manner are the surfaces preserved from oxidation? Three coats of patent paint inside, and three coats of Red Lead outside.

I am of opinion this Vessel should be classed A See letter herewith

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

Special .....£ 13 : 18 : "

X Certificate (required) .....£ " : " : "

Committee's Minute 19<sup>th</sup> August 1864

Character assigned A



Lloyd's Register Foundation