

# IRON SHIPS.

3724

No. 4793 Survey held at Port Glasgow

Date 12<sup>th</sup> August

Per 16/8/64  
18 64

on the Screw Steamer

"Tabasco"

Master

Duncan

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

Lawrence Hill & Co.

Owners Jas Graham & Co.

Port belonging to Liverpool

Destined Voyage Glyde to Liverpool & Vera Cruz

If Surveyed Afloat or in Dry Dock

While Building

Length aloft	Feet. Inches. <u>152 7/8</u>	Extreme Breadth	Feet. Inches. <u>22 7/8</u>	Depth from top of Upper Deck Beam to top of Floor	Feet. Inches. <u>11 5/8</u>	Power of Engines	<u>60. Two engines</u>
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Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	Inches in Ship.		Inches required per Rule.		Stem, <del>N</del> bar iron, moulding and thickness	Inches. In Ship.	16ths. In Ship.	Inches. required per Rule.	16ths. required per Rule.
	Inches.	Inches.	Inches.	Inches.					
Floors, Size of Angle Iron, and No. <u>double</u> bottom of Floor Plate <u>upper part of bilges for 1/2 the length of bilge amidships</u>	<u>3</u>	<u>2 1/2</u>	<u>46</u>	<u>3</u>	<u>23</u>	<u>46</u>	<u>3</u>	<u>23</u>	<u>46</u>
depth and thickness of Floor Plate at mid line	<u>13 1/2</u>		<u>46</u>	<u>13 1/2</u>		<u>46</u>		<u>46</u>	
depth and thickness of Floor Plate at Bilge Keelson	<u>6 1/2</u>		<u>46</u>			<u>46</u>		<u>46</u>	
Size of Reversed Angle Iron, and No. <u>single</u> at top of Floor Plate	<u>2 1/4</u>	<u>2 1/4</u>	<u>46</u>	<u>2 1/4</u>	<u>24</u>	<u>46</u>	<u>24</u>	<u>46</u>	<u>46</u>
Frames, Size of Angle Iron, single or double, <u>to upper part of bilge</u>	<u>3</u>	<u>2 1/2</u>	<u>46</u>	<u>3</u>	<u>23</u>	<u>46</u>	<u>3</u>	<u>23</u>	<u>46</u>
Reversed Iron, <u>to every frame and on every alternate frame</u>	<u>2 1/4</u>	<u>2 1/4</u>	<u>46</u>	<u>2 1/4</u>	<u>24</u>	<u>46</u>	<u>24</u>	<u>46</u>	<u>46</u>
Beams, Deck (N <sup>o</sup> . ) <u>double Angle Iron, Plate, or Bulb Iron</u>	<u>6</u>		<u>46</u>	<u>5 1/2</u>	<u>56</u>			<u>56</u>	
double or single Angle Iron, on upper edge	<u>2</u>	<u>2</u>	<u>46</u>	<u>2</u>	<u>46</u>		<u>2</u>	<u>46</u>	<u>46</u>
average space between	<u>3 feet 10 inches</u>								
if wood (N <sup>o</sup> . ) sided & moulded									
Hold, or Lower Deck (N <sup>o</sup> . ) double Angle Iron, Plate, or Bulb Iron									
double or single Angle Iron on edge									
average space between									
if wood (N <sup>o</sup> . ) sided & moulded									
Paddle, wood, sided and moulded, or if Iron, size of Plate									
Engine									
Keelson, <u>single plate, box, or intercostal</u>	<u>16 1/2</u>		<u>46</u>	<u>16 1/2</u>	<u>46</u>			<u>46</u>	
Size of Plates	<u>See sketch</u>								
Size of Angle Irons	<u>3</u>	<u>3</u>	<u>46</u>	<u>3</u>	<u>46</u>		<u>3</u>	<u>46</u>	<u>46</u>
Ditto Bilge (No. <u>two</u> )	<u>3</u>	<u>3</u>	<u>46</u>	<u>3</u>	<u>46</u>		<u>3</u>	<u>46</u>	<u>46</u>

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 Gunnwale rivetted through plates with (3/4 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 Gunnwale alternately

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

Plates, Garboard, double rivetted to keel & at upper edge, with rivets (1 1/4 ins.) diameter averaging (4 1/3 in.) from centre to centre of rivet.

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

Butts from Keel to turn of bilge, worked carvel with a lining piece (3/8 in.) thick, double or single rivetted; rivets (3/4 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 (1 in.) thick, or clencher, double or single rivetted; rivets (3/4 in.) diameter, averaging (3 in.) 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 (3/8 in.) thick, double or single rivetted; rivets (3/4 in.) diameter averaging (3 ins.) from centre to centre of rivets. Breadth of laps in double rivetting (4 1/2) Breadth of laps in single rivetting (2 1/2)

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 tapered 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? Makers of plates, Glasgow Foster & Co; Macclesfield Iron Co; Angle Iron Blackburn Iron Co.

Builder's Signature Lawrence Hill & Co

Lloyd's Register

3724 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? 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.
Fore Sails,	Mersey docks & Harbour Board	93	1 1/2	Mersey Docks & Harbour Board	
Fore Top Sails,	Admiralty test 20.7.12	90	1	Admiralty test 9.13.-	1 8.3.24
Fore Topmast Stay Sails,	(private Machine) 18.7.12	90	6	(private Machine) Admiralty test 10.10.-	1 8.2.8
Main Sails,		90	4	Stream, Babbly, & Miller's patent. 5:--	1 2.1.17
Main Top Sails,				Kedge, .....	1 1.1.-
All of <u>Good</u> quality.					

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

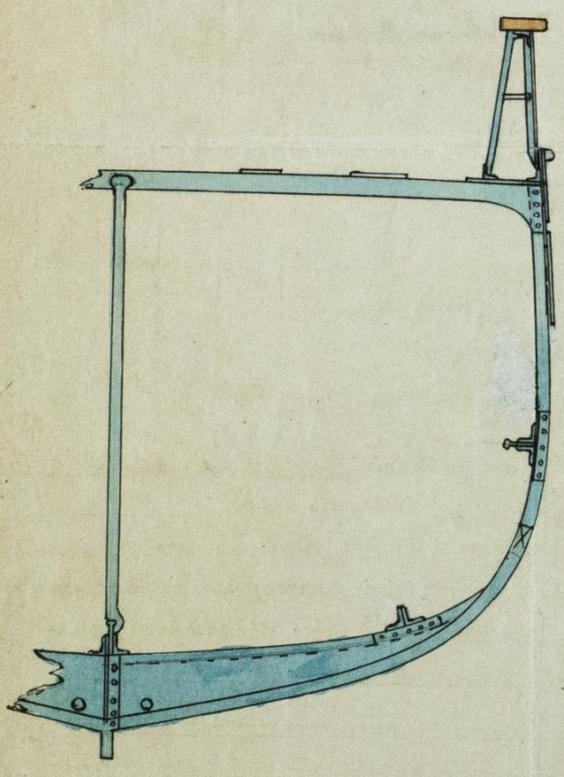
She has One Life Long Boat and Log  
 The present state of the Windlass is Good Capstan Good and Rudder Good Pumps Three lead Good

**General Remarks, Statement and Date of Repairs, extent of corrosion (if any) both internally and externally, and condition of rivets.**

1st. On the several parts of the frame, when in place, and before the plating was wrought  
 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

DATES of Surveys held while building, as per Section 17. } Specially surveyed while building from 5<sup>th</sup> April to 17<sup>th</sup> August 1864 in all details

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 1

*Handwritten notes and signatures:*  
 A. J. B. O. C. W.  
 I am of opinion this vessel is eligible for the A 1 class.  
 18 Aug 1864 J. H.

*Vertical handwritten notes:*  
 X Mersey J. G. Graham & Co. Ship Owners Liverpool.  
 M.C.

