

Requisition No. 327

# IRON SHIPS.

Rec 31/8/64

No. 4796 Survey held at Grunock Date 26<sup>th</sup> August 1864

on the Screw Steamer "Julie" Master \_\_\_\_\_

Tonnage Gross 281.83 Engine Room 71.72 Register 210.11 Built at Grunock  
*Under deck 202.84 Break 18.99*

When Built 1864 Launched 3<sup>rd</sup> August 1864 By whom built Macnab & Co.

Owners H. L. Seligmann Port belonging to Glasgow Destined Voyage Clyde to

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.
153.1		21.15		2.85		60. Two engines	
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	Inches in Ships. 21	Inches required per Rule. 21					
Floors, Size of Angle Iron, and No. Single at bottom of Floor Plate <i>with doubling pieces three feet each side of main keel</i>	Inches in Ship. 3	Inches in Ship. 2 1/2	16ths required per Rule. 5/8	Inches required per Rule. 3	Inches required per Rule. 2 1/2	16ths required per Rule. 5/8	
depth and thickness of Floor Plate at mid line	13 1/2	5/8	13/16	5/8			
depth and thickness of Floor Plate at Bilge Keelson	9	5/8		5/8			
Size of Reversed Angle Iron, and No. Single at top of Floor Plate	2 1/4	2 1/4	5/8	2 1/4	2 1/4	5/8	
Frames, Size of Angle Iron, single or double	3	2 1/2	5/8	3	2 1/2	5/8	
Reversed Iron, <i>to upper part of bilges and on every alternate frame to fore and aft</i>	2 1/4	2 1/4	5/8	2 1/4	2 1/4	5/8	
Beams, Deck (N <sup>o</sup> ) double Angle Iron, Plate, or Bulb Iron	6		5/8	5 1/4	5/8		
double or single Angle Iron on upper edge	2 1/4	2 1/4	5/8	2 1/4	2 1/4	5/8	
average space between	3 feet	3 feet		3 feet	3 feet		
if wood (N <sup>o</sup> ) sided & moulded							
Hold, or Lower Deck (N <sup>o</sup> ) double Angle Iron, Plate, or Bulb Iron	4	3	5/8				
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, single plate, <i>box or intercostal</i>	13		5/8				
Size of Plates	4	3 1/2	5/8	3	3	5/8	
Size of Angle Irons	3	3	5/8	3	3	5/8	
Ditto Bilge (No. <i>Two</i> ) <i>double angle iron with bulb iron for 1/2 the length of vessel amidships</i>	3	3	5/8	3	3	5/8	
Transoms, material <u>Iron</u> or, if none, in what manner compensated for.							
Knight-heads, and Hawse Timbers							
The Frames or Ribs extend in one length from <u>Keel</u> to <u>Gunnwale</u> 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 <u>upper part of bilge</u> to <u>Gunnwale</u> alternately							
Keelson, how are the various lengths of plates or angle irons connected? <u>By Angle Iron butt straps</u>							
Plates, Garboard, <u>double</u> or <u>single</u> rivetted to keel & at upper edge, with rivets (1 1/4 ins.) diameter averaging (4 1/2 in.) from centre to centre of rivet.							
Edges from Garboards to upper part of bilge, worked <u>carvel</u> with a lining piece (in.) thick, or <u>clencher</u> , <u>double</u> or <u>single</u> rivetted; rivets (3/4 in.) diameter, averaging (3 ins.) from centre to centre of rivets.							
Butts from Keel to turn of bilge, worked <u>carvel</u> with a lining piece (3/4 in.) thick, <u>double</u> or <u>single</u> 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? <u>Yes</u>							
Edges from bilge to sheerstrake, worked <u>carvel</u> with a lining piece (in.) thick, or <u>clencher</u> , <u>double</u> or <u>single</u> 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? <u>No</u>							
Edge of Sheerstrake, <u>double</u> or <u>single</u> rivetted?							
Butts from bilge to planksheers, worked <u>carvel</u> with a lining piece (3/4 in.) thick, <u>double</u> or <u>single</u> rivetted; rivets (3/4 in.) diameter averaging (3 ins.) from centre to centre of rivets. Breadth of laps in double rivetting (4) Breadth of laps in single rivetting (2 1/2)							
Butt Straps of Keelsons, Stringer and Tie Plates, <u>double</u> or <u>single</u> 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? <u>Beam ends turned down</u>							
Hold or Lower Deck, "							
Paddle, "							
No. of breasthooks <u>Three</u> crutches <u>Three</u> how are pointers compensated?							
What description of iron is used for the angle iron and plate iron in the vessel? <u>Glasgow Iron</u> <u>Bulb plate</u> Builder's Signature <u>Macnab &amp; Co.</u>							

3742 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. Mast and yards wood  
 She has **SAILS.**

N <sup>o</sup> .	SAILS	CABLES, &c.		ANCHORS, and their weights.	
		Fathoms.	Inches.	N <sup>o</sup>	Weight.
✓	Fore Sails,	18 1/2	5 1/2	1	8 2.16
one	Fore Top Sails,	70	8	1	8 2.24
suit	Fore Topmast Stay Sails,	90	4	1	2.3.50
of	Main Sails,				
Sails	Main Top Sails,				
and		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 Two others  
 The present state of the Windlass is Good, three Capstan Good and Rudder Good Pumps Four lead 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>Specially surveyed while building from 4<sup>th</sup> April to 26<sup>th</sup> August 1864 on all 13 visits.</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> 327. Is schooner rigged, and has a raised quarter deck, and a house on deck for the crew; is a sister ship to the Iron screw steamer "Emma" Report N<sup>o</sup> 4761; is fitted with a stringer all fore and aft formed of two Angle Irons and a bulb iron between as per sketch and sizes on the other side; also has a bulb iron fitted for half the length of vessel between the Angle Irons to bilge keelsons. See Committee's letter dated the 9<sup>th</sup> November 1863.  
 Masts and yards are of wood.*

In what manner are the surfaces preserved from oxidation? Portland cement between the plating up to turn of bilges, and three coats of Red lead inside and outside

I am of opinion this Vessel should be classed A 1.

The amount of the Fee .....£ 3 : " : " is received by me,  
 Special .....£ 14 : 2 : "

× Certificate (if required) .....£ " : " : "

Committee's Minute 1<sup>st</sup> September 1864.

Character assigned B 1

*Handwritten signature and notes:*  
 J. J. B. 1864

I concur in the above recommendation  
 1 Sep 1864

*Handwritten initials:*  
 A. & C.P.

