

Requisition No. 327

IRON SHIPS.

Rea 31/8/64

No. 4796 Survey held at Glasgow Date 26th August 1864

on the Screw Steamer "Julie" Master

Tonnage Gross 281.83 Engine Room 74.72 Register 210.11 Built at Glasgow

Under deck 262.84 Break 18.99 When Built 1864 Launched 3rd August 1864 By whom built Macnab & Co.

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

Surveyed Afloat or in Dry Dock While Building

Length aloft		Extreme Breadth		Depth from top of Upper Deck		Power of Engines	
Feet.	Inches.	Feet.	Inches.	Feet.	Inches.	Feet.	Inches.
153.1		21.15		12.85		60	Two engines
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft				Inches in Ships.		Inches required per Rule.	
				21		21	
Floors, Size of Angle Iron, and No. Single at bottom of Floor Plate				Inches. In Ship.		Inches. required per Rule.	
3				2 1/2		3 2 1/2	
depth and thickness of Floor Plate at mid line				13 1/2		13 1/2	
depth and thickness of Floor Plate at Bilge Keelson				9		9	
Size of Reversed Angle Iron, and No. Single at top of Floor Plate				2 1/4		2 1/4	
Frames, Size of Angle Iron, single or double				3		3	
Reversed Iron, to every frame				2 1/4		2 1/4	
Beams, Deck (N ^o) double Angle Iron, Plate, or Bulb Iron				6		6	
double or single Angle Iron, on upper edge				2 1/4		2 1/4	
average space between				3 feet 6 inches		3 feet 6 inches	
if wood (N ^o) sided & moulded							
Hold, or Lower Deck (N ^o) double Angle Iron, Plate, or Bulb Iron				4		4	
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, box, or intercostal				13		13	
Size of Plates				4		4	
Size of Angle Irons				3 1/2		3 1/2	
Ditto Bilge (No. Two) double Angle Iron				3		3	
Transoms, material Iron or, if none, in what manner compensated for							
Knight-heads, and Hawse Timbers				Iron		Iron	
The Frames or Ribs extend in one length from				Keel		to Gunwale	
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?				By Angle Iron butt straps			
Plates, Garboard, double or single 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 carvel with a lining piece (1 in.) thick, or clench, 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 (3/4 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?				Yes			
Edges from bilge to sheerstrake, worked carvel with a lining piece (1 in.) thick, or clench, 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 (3/4 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) 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 turned down			
Hold or Lower Deck							
Paddle							
No. of breasthooks				Three		how are pointers compensated?	
What description of iron is used for the angle iron and plate iron in the vessel?				Glasgow Iron Co. Boiler plate		Builder's Signature	

3742 Iron

Workmanship. Are the lauds 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. Mast and yards wood

She has **SAILS.**

N ^o .	
✓	Fore Sails,
One	Fore Top Sails,
Suit	Fore Topmast Stay Sails,
of	Main Sails,
Sails	Main Top Sails,
and	

CABLES, &c.	
Fathoms.	Inches.
Messing Decks & Harbour Board	
Chain Admiralty test 18" - " - "	18 1/4
" Stream 5" 12" 2	70
Hempen Stream Cable	90
Hawser	90
Towlines	
Warp	
All of <u>Good</u> quality.	

ANCHORS, and their weights.	
N ^o	Weight.
Messing Decks & Harbour Board	
Bower, Admiralty test 4" 10" with cast steel 7" 1/2" 1/2"	1 8" 2.16
do 8" 14" with cast steel 6" 2" 2" 1/2"	1 8" 2.24
Stream,	1 2.3.50
Kedge,	1 1.4.22

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 Winches 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	Specially surveyed while building from 1 st April to 26 th August 1864, on all 13 visits.
	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^o 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^o 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 9th 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 B 1.

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

Special£ 14 : 2 : "

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

Committee's Minute 1st September 1864.

Character assigned B 1

I concur in the above recommendation
14th 1864



Lloyd's Register
Foundation