

# IRON SHIPS.

No. 19004 Survey held at Liverpool Date January 5 to October 15 1884  
 on the Bk "Barraconta" Master Goddard  
 Tonnage under tonnage deck 597 <sup>22</sup>/<sub>100</sub> Built at Liverpool When built 1884 Launched July 19  
 Ditto of poop 12 <sup>50</sup>/<sub>100</sub> or spar deck --- By whom built R. & J. Evans Owners Mining Kelley & Co.  
 Ditto of engine room --- Port belonging to Liverpool Destined Voyage San Francisco  
 Total Register tonnage 610 <sup>02</sup>/<sub>100</sub>  
 If Surveyed while Building, Afloat, or in Dry Dock Whilst building & in Graving Dock

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.	N <sup>o</sup> . of Decks	
115			27	5		17	9				one	
(Dimensions of Ship per Register, length 111.1 breadth 27.5 depth 17.9)												
Keel, if bar iron, depth and thickness	Inches in Ship.		Inches required per Rule.		Plates in Garboard Strakes, breadth and thickness		Inches in Ship.		Inches required per Rule.		Inches required per Rule.	
" if plate iron, breadth and thickness	7 x 2 1/2		7 x 2 1/2		Ditto from Garboard to upper part of Bilges..		30		1 1/16		30	
Stem, if bar iron, moulding and thickness	7 x 2 1/2		7 x 2 1/2		" from upper part of Bilge to a perpendicular height from upper side of Keel of 3/4ths the entire depth of Hold		—		10/16		—	
" if plate iron, breadth and thickness	7 x 2 1/2		7 x 2 1/2		" from 3/4ths depth of Hold to lower edge of Sheerstrake		—		9/16		—	
Stern-post, if bar iron, moulding and thickness	7 x 2 1/2		7 x 2 1/2		" Sheerstrake, breadth and thickness		8/16		8/16		8/16	
" if plate iron, breadth and thickness	7 x 2 1/2		7 x 2 1/2		Butt Straps to outside plating, breadth and thickness		ends 7/16		ends 7/16		ends 7/16	
Distance of Frames from moulding edge to moulding edge, all fore and aft	21		21		Gunwale Plate or Stringer on ends of Upper Deck Beams, breadth and thickness		30		10/16		30	
Frames, Size of Angle Iron, single or double	3 1/2		3 1/4		Angle Iron on ditto		9		same thickness as plates			
" Reversed Iron, if to every frame or every frame	3		2 1/2		Stringer or Tie Plates fore and aft, on Upper Deck Beams, outside Hatchways		ends 22		ends 18			
Floors, depth and thickness of Floor Plate at mid line	19		ends 8/16		Diagonal Tie Plates on each side of each beam		4 1/2 x 3 x 7/16		4 1/4 x 3 1/4 x 7/16			
" Ditto ditto at Bilge Keelson	13		38		Planksheer, materials and scantlings		10/2		8/16		10/8	
" Size of Reversed Angle Iron, and No. at top of Floor Plate	3		2 1/2		Waterway ditto ditto		10/2		8/16		10/8	
" Beams, Deck (No. of double Angle Iron, alternate plates, Tee, or Bulb Iron)	6 1/2		—		Flat of Upper Deck, thickness and material		6 3/4		3 1/2		—	
" double as single Angle Iron, on upper edge	2 1/2		2 1/2		" how fastened to Beams		2 1/2		2 1/2		5/16	
" average space between	42		—		Ceiling betwixt Decks and in Hold, thickness and material		42		—		—	
" Hold, or Lower Deck (No. of double Angle, Tee, Plate, or Bulb Iron)	7		—		Clamps or Spirketting ditto		7		—		—	
" double as single Angle Iron, on upper edge	3		2 1/2		Stringer Plates on ends of Hold or Lower Deck Beams, breadth and thickness		4 1/2		3 x 3/16		4 1/4 x 3 1/4 x 7/16	
" average space between	42		84		Stringer or Tie Plates fore and aft outside Hatchways, on Hold or Lower Deck Beams		3		2 1/2 x 8/16		10/8	
" Paddle, sided and moulded, thickness of Plate size of Angle Iron	—		—		Stringers in Hold		—		—		—	
" Engine	—		—		Flat of Lower Deck, thickness and material		—		part laid		3 1/4 Pine	
Keelson, single or double plate, box, or intercostal	4 x 3 x 9/16		8 1/2 x 3/4		Main piece of Rudder, diameter at head		4 1/2		—		4 1/2	
" Size of Plates	13 x 3/16		—		" " at heel		3		—		2 3/4	
" Size of Angle Irons	4 1/2 x 3 x 7/16		—		(Can the Rudder be unshipped afloat)		—		No		—	
" Side, single or double plate, box, or intercostal	2 x 3 x 3/4		—		Bulkheads, No. One Thickness of		4 1/2		6/16		—	
" Bilge (No. of double plate, or box, or intercostal)	4 1/2		3		" Height up to upper deck		—		—		—	
" single, of double, plate, or box	4 1/2		3		" how secured to the sides of the ship		—		single frame & brackets		—	
Transoms, material iron or, if none, in what manner compensated for.	—		—		" size of vertical angle irons		3 x 2 1/2 x 6/16		and their distance apart		30	
Knight-heads, and Hawse Timbers	plates & angle irons		—		The Frames extend in one length from		Keel		to Gunwale		rivetted through plates with (13/16 in.) rivets, about (6 in.) apart.	
The Frames extend in one length from	Keel		to Gunwale		The reverse angle irons on the floors extend in one length across the middle line from		Bilge to Bilge		thence to lower deck Stringer - alternate.		—	
The reverse angle irons on the floors extend in one length across the middle line from	Bilge to Bilge		thence to lower deck Stringer - alternate.		" " on the frames		" " from Middle line		to upper Bilge Stringer, thence to Gunwale - alternate.		—	
Keelson, how are the various lengths of plates or angle irons connected?	By covering pieces & all butts regularly shifted.		—		Plates, Garboard, double or — rivetted to keel, double or — at upper edge, with rivets (1/8 in.) diameter, averaging (4 1/2 x 3/4 in.) apart.		—		Edges from Garboards to upper part of bilge, worked clencher, double or single rivetted; with rivets (13/16 in.) diameter, averaging (3 ins.) apart.		—	
Plates, Garboard, double or — rivetted to keel, double or — at upper edge, with rivets (1/8 in.) diameter, averaging (4 1/2 x 3/4 in.) apart.	—		—		" Edges from bilge to sheerstrake, worked carvel with butt straps (10/16 x 1/16) thick, double or single rivetted; with rivets (13/16 in.) diameter, averaging (3 ins.) apart.		—		Do the butt straps lap over and rivet through the lands of the strake below? No		—	
" Edges from Garboards to upper part of bilge, worked clencher, double or single rivetted; with rivets (13/16 in.) diameter, averaging (3 ins.) apart.	—		—		" Edges from bilge to sheerstrake, worked carvel with a lining piece (3/16 x 1/16) thick, or clencher, double or single rivetted; with rivets (13/16 in.) diameter, averaging (3 in.) apart.		—		Do the butt straps lap over and rivet through the lands of the strake below? No		—	
" Butts from Keel to turn of bilge, worked carvel with butt straps (10/16 x 1/16) thick, double or single rivetted; with rivets (13/16 in.) diameter, averaging (3 ins.) apart.	—		—		" Edges of Sheerstrake, double or single rivetted? At upper edge to Gunwale Angle Iron & Bulb Plate lower edge double rivetted.		—		—		—	
" Edges from bilge to sheerstrake, worked carvel with butt straps (10/16 x 1/16) thick, double or single rivetted; with rivets (13/16 in.) diameter, averaging (3 ins.) apart.	—		—		" Butts from bilge to planksheers, worked carvel with butt straps (7.8.9 x 10/16) thick, double or single rivetted; with rivets (13/16 in.) diameter, averaging (3 ins.) apart. Breadth of laps in double rivetting (4 1/2) Breadth of laps in single rivetting (2 1/2)		—		—		—	
" Edges of Sheerstrake, double or single rivetted? At upper edge to Gunwale Angle Iron & Bulb Plate lower edge double rivetted.	—		—		Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted? Double		—		—		—	
" Butts from bilge to planksheers, worked carvel with butt straps (7.8.9 x 10/16) thick, double or single rivetted; with rivets (13/16 in.) diameter, averaging (3 ins.) apart. Breadth of laps in double rivetting (4 1/2) Breadth of laps in single rivetting (2 1/2)	—		—		Planksheer, how secured to the plating of the sides		Explain by sketch		---		---	
Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted? Double	---		---		Waterway " " planksheer and to the Beams		if necessary.		See sketch other side		---	
Planksheer, how secured to the plating of the sides	Explain by sketch		---		Deck Beams, how secured to the side?		Welded knee plates 20" long & rivetted to frames		---		---	
Waterway " " planksheer and to the Beams	if necessary.		---		Hold or Lower Deck ditto		---		---		---	
Deck Beams, how secured to the side?	Welded knee plates 20" long & rivetted to frames		---		Paddle " " " " " " " "		---		---		---	
Hold or Lower Deck ditto	---		---		No. of breasthooks at each end of Stringer		---		---		---	
Paddle " " " " " " " "	---		---		What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.?		Best		---		---	
No. of breasthooks at each end of Stringer	---		---		Manufacturer's name or trade mark		Middlebrook & Consett Co.		---		---	

We certify that the above is a correct description of the several particulars therein given.

Builder's Signature R. & J. Evans & Co. Surveyor's Signature Edw. M. M. M.



Are the laps of the iron plates in cases where 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? Single pieces  
 Do the holes for rivetting plate to frames, butt straps, or plate to plate, &c., conform well to each other? generally so 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? very few

3786 Iron

Her Masts, Bowsprit, Yards, &c., are in good condition, and sufficient in size and length. (If they are of Iron or Steel give the Scantlings of Plating, Angle Irons, &c., and further explain by a Sketch showing how the lower Masts and Bowsprit are constructed, showing the number of Plates and Angle Irons, mode of rivetting, quality of Materials, and if stamped with Maker's name.

Foremast - Iron - 65-6 long 1-11 dia formed of two plates 6 1/8 thick - 5 1/8 having 3 angle irons 3 x 2 1/2 x 6 1/8 } double rivetted  
 Mainmast - Iron - 18-0 " 1-11 " " " 5 1/8 " 5 1/8 " 3 " " 3 x 2 1/2 x 6 1/8 } in butts &  
 Bowsprit Iron 31-0 " 1-10 " " " 6 1/8 " 6 1/8 " 3 " " 3 x 2 1/2 x 6 1/8 } single in laps  
 Mizenmast Red Pine 8-0 - 1-4 1/2

Topmasts Red Pine. Lower Yards (Cunningham's Patent) & other spars Red Pine.

She has SAILS.

CABLES, &c.

ANCHORS, and their weights.

No. 1000 to complete and	She has SAILS.	CABLES, &c.			ANCHORS, and their weights.				
			<i>No. 6.</i> Fathoms.	Inches.	Tested to Tons.	<i>No 25</i>	No.	Weight.	Tested to Tons.
	Fore Sails,	Chain .....	270	1 1/8	40-10-0	Bowers, .....	1	1-0-3-22	21-11-0
	Fore Top Sails,	Chain .....	70	1 1/8	13-15-0	" .....	1	1-0-3-21	21-11-0
	Fore Topmast Stay Sails,	Hawser .....	90	9 1/2		" .....	1	18-0-8	19-1-0
	Main Sails,	Towlines .....	90	6 1/2		Stream, .....	1	4-2-7	
	Main Top Sails,	Warp .....	90	5			1	22-2-15	
	All of <i>best</i> quality.				Kedges, .....	1	4-3-9		
					<i>Kedge</i> .....	1	2-2-11		

Her Standing and Running Rigging Wire & hemp sufficient in size and good in quality.

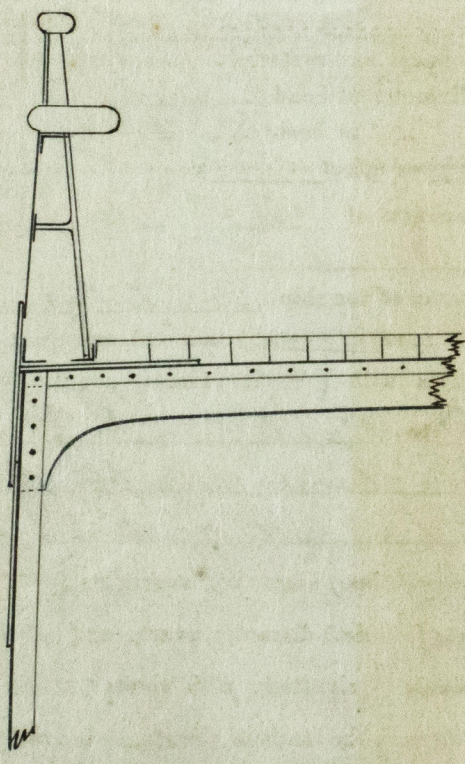
She has one Long Boat and two others

The present state of the Windlass is good Capstan good and Rudder good Pumps one pair to main - Wilson's Patent & three fitted to fore Bulkhead

Order for Special Survey	DATES of	1st.
No. <u>299</u>	Surveys held	On the several parts of the frame, when in place, and before the plating was wrought <u>during the</u>
Date <u>23rd Nov 1863</u>	while building	2nd. On the plating during the progress of rivetting <u>whole time of building</u>
Order for Ordinary Survey	as per	3rd. When the beams were in and fastened, and before the decks were laid <u>&amp; fitting out.</u>
No. _____	Section 18.	4th. When the ship was complete, and before the plating was finally coated
Date _____		5th. After the ship was launched

State if she has a Spar Deck no Poop no or Forecastle Monkey - 16 feet long

General Remarks,



Has a raised Quarter deck (or break) 42 feet long & 1-6 high, Beams (bulk) 6 1/2 x 7 1/8 Angle irons 2 1/2 x 2 1/2 x 6 1/8 on upper edge. Stringer Plates 30 x 8 1/8 ends 22 - Gunwale Angle iron 4 x 3 x 7 1/8, deck ties & diagonal 10 1/2 x 8 1/8, Deck of Pine 3, and a deck house 12 ft x 8 ft fitted the aft side of foremast.

We respectfully to call the Committee attention to the Scantlings of the frames, reverse d<sup>r</sup>, Keel Stem, Stern Post & Rudder w<sup>ch</sup> being by the 5 to 600 tons grade as per table G June 2/64 (The Builders leaving the order for 570 tons Register but the vessel now measures 610 tons) the outside plating, Keelsons, Stringers Beams, Floors & part of the rivetting in hull all being equal & in some parts in excess of the 6 to 700 tons grade & being well built throughout & we to recommend her to the Committee's favorable consideration as under.

In what manner are the surfaces preserved from oxidation? Inside Portland Cement & Red Lead.  
 Ditto ditto Outside Mc Innes Patent. & Paint.

I am of opinion this Vessel should be Classed A1

The amount of the Fee £ 5 is received by me,

Special £ 30 17/10/64 Wm Leitch

Committee's Minute 20th Oct 1864

Character assigned A1



Lloyd's Register Foundation