

IRON SHIPS.

Compared with the Rules & Table of the

3788
1868
Revised 1868

No. 18797 Survey held at Birkenhead Date October 7th 1868
on the Barque "Girar" Master Dawley
Tonnage Gross 510³³/₁₀₀ Engine Room 481.16 Register 510.33 Built at Birkenhead
When Built 1864 Launched July 23rd 1864 By whom built Messrs. Claver & Co.
Owner H. Barnes Port belonging to Liverpool Destined Voyage Valparaiso.
Surveyed Afloat or in Dry Dock In dry dock and afloat. (Vessel built in dry dock)

Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth from top of Upper Deck	Feet.	Inches.	Beam to top of Floor	Feet.	Inches.	Power of Engines	Horse.
510 ³³ / ₁₀₀	153	4	27	4	17	5							
<p>Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft } <u>23</u> Inches in Ships. <u>23</u> Inches required per Rule.</p> <p>Floors, Size of Angle Iron, and No. <u>Two</u> at bottom of Floor Plate. <u>3 1/2</u> x <u>2 3/4</u> x <u>7/16</u> x <u>3 1/2</u> x <u>2 3/4</u> x <u>7/16</u></p> <p>depth and thickness of Floor Plate at mid line <u>18 1/2</u> x <u>7/16</u> x <u>3 1/2</u> x <u>2 3/4</u> x <u>7/16</u></p> <p>depth and thickness of Floor Plate at Bilge Keelson <u>9 1/2</u> x <u>7/16</u> x <u>3 1/2</u> x <u>2 3/4</u> x <u>7/16</u></p> <p>Size of Reversed Angle Iron, and No. <u>one</u> at top of Floor Plate. <u>2 3/4</u> x <u>2 3/4</u> x <u>7/16</u> x <u>2 3/4</u> x <u>2 3/4</u> x <u>7/16</u></p> <p>Frames, Size of Angle Iron, single or double. <u>3 1/2</u> x <u>2 3/4</u> x <u>7/16</u> x <u>3 1/2</u> x <u>2 3/4</u> x <u>7/16</u></p> <p>Reversed Iron, if to every frame } <u>2 3/4</u> x <u>2 3/4</u> x <u>7/16</u> x <u>2 3/4</u> x <u>2 3/4</u> x <u>7/16</u></p> <p>Beams, Deck (No.) <u>double</u> Angle Iron, <u>at alternate frames</u> <u>7</u> x <u>7/16</u> x <u>6 3/4</u> x <u>7/16</u></p> <p>double or single Angle Iron, on upper edge. <u>2 3/4</u> x <u>2 3/4</u> x <u>7/16</u> x <u>2 3/4</u> x <u>2 3/4</u> x <u>7/16</u></p> <p>average space between <u>46</u></p> <p>if wood (No.) <u>sided & moulded</u></p> <p>Hold, or Lower Deck (No.) <u>double</u> Angle Iron, <u>at alternate frames</u> <u>7</u> x <u>7/16</u> x <u>6 3/4</u> x <u>7/16</u></p> <p>double or single Angle Iron, on upper edge. <u>2 3/4</u> x <u>2 3/4</u> x <u>7/16</u> x <u>2 3/4</u> x <u>2 3/4</u> x <u>7/16</u></p> <p>average space between <u>46</u> & <u>82</u></p> <p>if wood (No.) <u>sided & moulded</u></p> <p>Paddle, wood, sided and moulded, or if Iron, size of Plate</p> <p>Engine</p> <p>Keelson, single plate, box, or intercostal <u>I</u> <u>12 1/2</u> x <u>10 1/6</u></p> <p>Size of Plates <u>1 1/2</u> x <u>10 1/6</u></p> <p>Size of Angle Irons <u>4</u> x <u>3</u> x <u>7/16</u> x <u>4</u> x <u>3</u> x <u>7/16</u></p> <p>Ditto Bilge (No. <u>one</u>) on each side of keelson <u>4</u> x <u>3</u> x <u>7/16</u> x <u>4</u> x <u>3</u> x <u>7/16</u></p> <p>Transoms, material <u>or, if none, in what manner compensated for.</u></p> <p>Knight-heads, and Hawse Timbers <u>Iron frame plates &c.</u></p> <p>The Frames or Ribs extend in one length from <u>keel</u> to <u>gunwale</u></p> <p>The reverse angle irons on the floors extend in one length across the middle line from <u>in two</u> to <u>length to height of hold-beam stringer</u></p> <p>on the frames <u>from</u> to <u>gunwale in two lengths</u></p> <p>Keelson, how are the various lengths of plates or angle irons connected? <u>By Butt straps double riveted. and angle iron straps</u></p> <p>Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets (<u>4 3/4</u> ins.) diameter averaging (<u>4 1/2</u> ins.) from centre to centre of rivet.</p> <p>Edges from Garboards to upper part of bilge, worked carvel with a lining piece (<u>in.</u>) thick, or clench, double or single rivetted; rivets (<u>3/4</u> in.) diameter, averaging (<u>2 3/4</u> ins.) from centre to centre of rivets.</p> <p>Butts from Keel to turn of bilge, worked carvel with a lining piece (<u>10 1/8</u> ins.) thick, double or single rivetted; rivets (<u>3/4</u> in.) diameter, averaging (<u>2 3/4</u> 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></p> <p>Edges from bilge to sheerstrake, worked carvel with a lining piece () thick, or clench, double or single rivetted; rivets (<u>3/4</u> in.) diameter, averaging (<u>2 3/4</u> in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below?</p> <p>Edge of Sheerstrake, double or single rivetted? <u>Double.</u></p> <p>Butts from bilge to planksheers, worked carvel with a lining piece (<u>3 1/6</u> ins.) thick, double or single rivetted; rivets (<u>3/4</u> in.) diameter averaging (<u>2 3/4</u> ins.) from centre to centre of rivets. Breadth of laps in double rivetting (<u>4 1/2</u>) Breadth of laps in single rivetting (<u>2 1/2</u>)</p> <p>Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted? <u>All double rivetted.</u></p> <p>Planksheer, how secured to the plating of the sides { Explain by sketch } <u>See sketch on the other side</u></p> <p>Waterway <u>planksheer and to the Beams</u> { if necessary. }</p> <p>Deck Beams, how secured to the side? <u>By knee plates forged out of Bulb Iron beams. Stringer plates &c.</u></p> <p>Hold or Lower Deck <u>None</u></p> <p>Paddle <u>None</u></p> <p>No. of breasthooks <u>crutches</u> how are pointers compensated? <u>All fore & aft tips connected at their ends</u></p> <p>What description of iron is used for the angle iron and plate iron in the vessel? <u>Consolidated</u> Builder's Signature <u>[Signature]</u></p>													

Workmanship. Are the lands or laps of the clenchwork in all cases in breadth edges and butts, and at least three times the diameter of the rivets where Do the edges of the ^{clench} work and of the butts lay close together throughout their length requiring any making good of deficiencies? 7
Do the fillings between the ribs and plates fill in solid with single pieces, or are they in short lengths of various thicknesses? solid
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? very few, and in Butts only

Her Masts, Yards, &c., are in good condition, and sufficient in size and length.
She has SAILES.

No.		Public test		Fathoms.	Inches.	ANCHORS, and their weights.	
		Test	3 1/2			No.	Weight.
Fore Sails,	Chain	3 1/2	0	12 1/2	1 3/8	Bower, 16-18-3	1 18 3 0
Fore Top Sails,	Chain	3 1/2	0	15	1 1/2	16-18-3	1 18 3 0
Fore Topmast Stay Sails,	Hawser	3 1/2	0	80	7/8	16-18-3	1 18 3 0
Main Sails,	Towlines	3 1/2	0	90	9/2	Stream, Iron 5000 x Patent	1 7 1 14
Main Top Sails,	Warp	3 1/2	0	90	8	Kedge, 16-18-3	1 18 3 0
All of <u>good</u> quality.						1-4-0-18.	
						1-1-3-4	
						1-1-0-20	

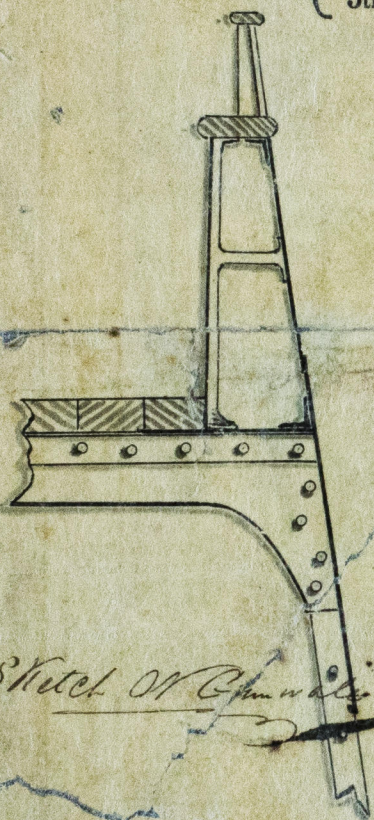
Her Standing and Running Rigging of Wire & Hemp sufficient in size and good in quality.

She has one Long Boat and 3 Others

The present state of the Windlass is good & Capstan Iron and Rudder good & 1/2 Pumps Two of Iron & one Hand

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
 - 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
- Under special survey the whole time of building from Jan 14 to Feb 14



This vessel is very well built, and has a main body forecath with raised gaute deck fitted as shown in sketch appended. The beams of raised gaute deck, and under Cabin flat are the same size as the main beams of the vessel. The butts of the strake of plating making sides of raised deck were by mistake finished for single riveting and could not be well altered in consequence of being so near the frames, but more than compensated for by an angle iron stringer being fitted of 2 1/2 x 3 x 3/16 in way of the same.

The tonnage as given in Register includes the space marked (B) in sketch which is made by the raised deck passing the breast and overlapping the main deck about 6 ft 6 in, and is deducted with the tonnage of 498 tons which will admit of the vessel being built on the 1000 ton grade.

The chains and anchors have been applied for a tonnage under 500 it being calculated she would not be up to that tonnage. The owner who applied the out fit, and the builders wish the same to be set before the Committee for favorable consideration seeing the great difficulty of getting a new set of chains and anchors at short notice, but the state of the market (iron, main & other) of iron in two plates 1/2 x 5/16 thick lapped edges and flush butts, single riveted in edges and double in butts, 4 angle bars in the fore & main mast, and 3 in the main mast of 3 x 3 x 3/8, Bowsprit as the mast, except the angle bars being 4 in 1/2 of 3 x 3 x 3/16 and 8 bars in an in way the bar, the extra 4 pieces being about 5 feet long. Some yards of iron 1/2 x 5/16 thick and 3 bars of 2 1/2 x 2 1/2 x 3/8 lapped edges of flush butts single riveted in edges, double in butts. The stem and other of iron of good quality.

In what manner are the surfaces preserved from oxidation? By Portland Cement in flat, and by paint.

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

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

Special £ 25 : 10 : : 10/10/64

Certificate (if required) £ Gratis

Committee's Minute Spent - 14th Oct 1864

Character assigned A 1

Referenced to Committee Spent 15th Oct 1864

Lloyd's Register Foundation