

3846

# IRON SHIPS.

Requisitem 321

Rev 15/11/64

No. 4829 Survey held at Port Glasgow Date 12<sup>th</sup> Nov<sup>r</sup> 1864  
 in the Screw Steamer "General Haslecock" Master Henry Kingcome  
 Tonnage Gross 280.52 Engine Room 66.87 Register 213.65 Built at Port Glasgow  
 When Built 1864 Launched 6<sup>th</sup> October 1864 By whom built Blackwood & Gordon  
 Owners Fulcher & Co Port belonging to Liverpool Destined Voyage to  
 If Surveyed Afloat or in Dry Dock While Building

Length aloft	Feet. Inches.		Extreme Breadth	Feet. Inches.		Depth from top of Upper Deck		Feet. Inches.		Power of Engines	Horse.
	169	7		22	5	10	8	60	Two Engines		
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	21		21								
Floors, Size of Angle Iron, and No. (single or double) at bottom of Floor Plate with double pieces at middle line 4 feet long	3	2 1/2	3	2 1/2	3	2 1/2	3	2 1/2	3	2 1/2	3
depth and thickness of Floor Plate at mid line	14		14								
depth and thickness of Floor Plate at Bilge Keelson	14		14								
Size of Reversed Angle Iron, and No. (single or double) at top of Floor Plate	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2
Frames, Size of Angle Iron, single or double, to upper part of bilge and on every alternate frame to gunwale	3	2 1/2	3	2 1/2	3	2 1/2	3	2 1/2	3	2 1/2	3
Beams, Deck (No. ) double Angle Iron, Plate, or Bulb Iron	6	5	6	5	6	5	6	5	6	5	6
double or single Angle Iron, on upper edge	2 1/4	2 1/4	2 1/4	2 1/4	2 1/4	2 1/4	2 1/4	2 1/4	2 1/4	2 1/4	2 1/4
average space between	3 feet 6 inches		3 feet 6 inches								
if wood (No. ) sided & moulded											
Hold, or Lower Deck (No. ) double Angle Iron, Plate, or Bulb Iron											
double or single Angle Iron on edge											
average space between											
if wood (No. ) sided & moulded											
Paddle, wood, sided and moulded, or if Iron, size of Plate											
Engine											
Keelson, single plate, box, or intercostal	14		14								
Size of Plates	3	3	3	3	3	3	3	3	3	3	3
Size of Angle Irons	3	3	3	3	3	3	3	3	3	3	3
Ditto Bilge (No. ) angle Irons	3	3	3	3	3	3	3	3	3	3	3
Transoms, material <u>Iron</u> or, if none, in what manner compensated for.											
Knight-heads, and Hawse Timbers <u>Iron</u>											
The Frames or Ribs extend in one length from <u>Keel</u> to <u>Gunwale</u> rivetted through plates with ( 5/8 in.) rivets, about ( 5 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>Gunwale</u> alternately											
Keelson, how are the various lengths of plates or angle irons connected? <u>By angle iron butt straps</u>											
Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets ( 1 1/2 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 ( 5/8 in.) diameter, averaging ( 2 1/2 ins.) from centre to centre of rivets.											
Butts from Keel to turn of bilge, worked carvel with a lining piece ( 1 1/2 in.) thick, double or single rivetted; rivets ( 5/8 in.) diameter, averaging ( 2 1/2 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>											
Edges from bilge to sheerstrake, worked carvel with a lining piece ( 1 in.) thick, or clencher, double or single rivetted; rivets ( 5/8 in.) diameter, averaging ( 2 1/2 in.) 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, double or single rivetted?											
Butts from bilge to planksheers, worked carvel with a lining piece ( 1 1/2 in.) thick, double or single rivetted; rivets ( 5/8 in.) diameter averaging ( 2 1/2 ins.) from centre to centre of rivets. Breadth of laps in double rivetting ( 3 1/2 ins) Breadth of laps in single rivetting ( 2 1/2 ins)											
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. }											
Keelsons, how secured to the side? <u>Beam ends turned down</u>											
Upper or Lower Deck " "											
How are pointers compensated? <u>By crutches</u>											
What description of iron is used for the angle iron and plate iron in the vessel? <u>Glasgow Iron Co</u>											

Builder's Signature Pro Blackwood & Gordon  
 of Glasgow

384

**Workmanship.** Are the lands 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.

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.			
N <sup>o</sup> .		Fathoms.	Inches.	N <sup>o</sup> .	Weight.		
✓	Fore Sails,	Chain .. <u>Admiral's test. 18.</u>	180	1 stud	Bower <u>Anchor 6-3-11</u>	1	8-2-7
	Fore Top Sails,	Hempen Stream Cable .....	90	6 1/2	<u>Stock 1-2-24</u>	1	8-2-10
<u>One</u>	Fore Topmast Stay Sails,	Hawser .....	90	5 1/2	Stream, .....	1	2-3-
<u>Suit</u>	Main Sails,	Towlines .....	90	4 1/2			
<u>7</u>	Main Top Sails,	Warp .....	90	3	Kedge, .....	1	1-5-21
<u>Sails</u>	and <u>spare sails</u>	All of <u>Good</u> quality.					

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

She has One Life Long Boat and Three others

The present state of the Windlass is Good Capstan Winch 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.
- 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.

Specially surveyed while building from 14<sup>th</sup> April to 12<sup>th</sup> Nov 1864 in all 29 visits.

*This vessel has been built under Special Survey as per order 321. Has a full prop. & forecath, and is rigged as a three-masted Schooner, and built as per sketch herewith, see Secretary's letter dated 14<sup>th</sup> April 1864.*

*The Anchors and Chains have been tested by the Staffordshire Public Wham and Anchor Testing Company, limited, viz. - Bower Anchors, <sup>Anchor 6 cwt 3 qrs 14 lbs</sup> Stocks 1 - 2 - 24 - tested to 10 tons 18 cwt, <sup>Anchor 6 cwt 3 qrs 14 lbs</sup> Stocks 1 - 2 - 24 - tested to 10 tons 18 cwt; 180 fathoms Bower Chain Cable 1 inch tested to 18 tons. Certificates of Anchors dated 27<sup>th</sup> October 1864; and Certificates of Chains dated 1<sup>st</sup> October 1864.*

In what manner are the surfaces preserved from oxidation? Portland cement between the frames to upper part of belges, and inside and outside with three coats of Red Lead, and bottoms coated with Peacock's composition

None of opinion this Vessel should be classed B 1.

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

None Special .....£ 14 : 1 : "

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

Committee's Minute 15<sup>th</sup> November 18 64

Character assigned B 1

(A.C.P.) *[Signature]*

*[Signature]*  
*[Signature]*

*This vessel appears eligible to the Class B 1*



Lloyd's Register Foundation