

IRON SHIPS.

Rec 8/8/65

No. 1818 Survey held at Belfast Date 3rd March 1865
 on the New Iron Ship "British Peer" Master Wm Garrett
 Tonnage under tonnage deck 1145 Built at Belfast When built 1865 Launched 31st January
 Ditto of poop 14 or spar deck 14 By whom built Harland & Wolff Owners British Shipowner Co
 Ditto of engine room -
 Total Register tonnage 1224.84 Port belonging to Liverpool Destined Voyage Australia via London
 Surveyed while Building, Afloat, or in Dry Dock While Building

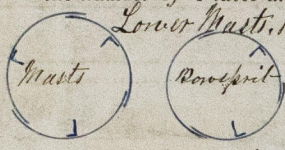
Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth from top of Upper Deck Beam to top of Floor	Feet.	Inches.	Power of Engines	Horse.	N ^o . of Decks
210	6		36	2		23					2
(Dimensions of Ship per Register, length 218 breadth 36.2 depth 22.9)											
Keel, N bar iron, depth and thickness	8 1/2	3	8 1/2	3							
if plate iron, breadth and thickness	8 1/2	3	8 1/2	3							
Stem, N bar iron, moulding and thickness	8 1/2	3	8 1/2	3							
if plate iron, breadth and thickness	8 1/2	3	8 1/2	3							
Stern-post, N bar iron, moulding and thickness	8 1/2	3	8 1/2	3							
if plate iron, breadth and thickness	8 1/2	3	8 1/2	3							
Distance of Frames from moulding edge to moulding edge, all fore and aft	21		21								
Frames, Size of Angle Iron, single or double	5	3	5	3							
Reversed Iron, N to every frame or every frame	3 1/2	3	3 1/2	3							
Floors, depth and thickness of Floor Plate at mid line	24	10	24	10							
Ditto ditto at Bilge Keelson	4 1/4		4 1/4								
Size of Reversed Angle Iron, and No. 2 at top of Floor Plate	3 1/2	3	3 1/2	3							
Beams, Deck (N ^o .) double Angle Iron, Plate, Tee, or Bulb Iron	9	9	9	9							
With double or single Angle Iron, on upper edge	3 1/2	3	3 1/2	3							
average space between	4 1/2		4 1/2								
Hold, or Lower Deck (N ^o .) double Angle, Tee, Plate, or Bulb Iron	9	9	9	9							
With double or single Angle Iron, on upper edge	3 1/2	3	3 1/2	3							
average space between	4 1/2		4 1/2								
Paddle, sided and moulded, thickness of Plate size of Angle Iron											
Engine											
Keelson, single or double plate, box, or intercostal											
Size of Plates											
Size of Angle Irons											
Side, single or double, plate, box, or intercostal											
Bilge (No. 2) at each Bilge, single, or double, plate, or box											
Transoms, material <u>Iron</u> or, if none, in what manner compensated for.											
Knight-heads, and Hawse Timbers <u>Iron</u>											
The Frames extend in one length from <u>Keel</u> to <u>Gunwales</u> rivetted through plates with (1/8 in.) rivets, about (4 in.) apart.											
The reverse angle irons on the floors extend in one length across the middle line from <u>2 1/2 to 3 1/2 feet</u> to each side alternately to hold beams & stringers											
on the frames " " " from " to "											
Keelson, how are the various lengths of plates or angle irons connected? <u>With butt straps and double rivetted</u>											
Plates, Garboard, double or rivetted to keel, double or at upper edge, with rivets (1/8 in.) diameter, averaging (4 x 3 in.) apart.											
Edges from Garboards to upper part of bilge, worked <u>blencher</u> , double or single rivetted; with rivets (1/8 in.) diameter, averaging (3 in.) apart.											
Butts from Keel to turn of bilge, worked <u>carvel</u> with butt straps (1/8 x 1/2) thick, double or single rivetted; with rivets (1/8 in.) diameter, averaging (3 in.) apart.											
Do the butt straps lap over and rivet through the lands of the strake below? <u>Alternately</u>											
Edges from bilge to sheerstrake, worked <u>carvel</u> with a lining piece () thick, or <u>clencher</u> , double or single rivetted; with rivets (1/8 in.) diameter, averaging (3 in.) apart.											
Do the butt straps lap over and rivet through the lands of the strake below? <u>Alternately</u>											
Edges of Sheerstrake, double or single rivetted? At upper edge <u>Zigzag</u> At lower edge <u>Double</u>											
Butts from bilge to planksheers, worked <u>carvel</u> with butt straps (1/8 x 1/2) thick, double or single rivetted; with rivets (1/8 in.) diameter, averaging (2 1/2 in.) apart. Breadth of laps in double rivetting (5) Breadth of laps in single rivetting ()											
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? <u>Knee plates welded & rivetted to frames</u>											
Hold or Lower Deck ditto <u>The same as above, and diagonal bracing</u>											
Paddle " " <u>To masts and stringer plates</u>											
No. of breasthooks <u>5</u> crutches <u>5</u>											
What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c. <u>Chellington (No. 1) & Wetherhampton</u>											
Manufacturer's name or trade mark <u>Angle Iron Mossend (Scotland)</u> <u>Ravenhill Works Staffordshire</u>											
We certify that the above is a correct description of the several particulars therein given.											
Builder's Signature <u>Harland & Wolff</u> Surveyor's Signature <u>Robt. Linton</u>											

IRON438-0162

4004 *Ln*
Workmanship. Are the lands or laps of the clenchwork in all cases in breadth at least five and a half times the diameter of the rivets in double rivetted edges and butts, and at least three and a quarter 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? *Filled in solid*
Do the holes for rivetting plate to frames, butt straps, 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, Bowsprit, Yards, &c., are in 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 *Messrs Steel & Iron Co. Liverpool*

Lower Mast, Bowsprit, Lower Yard, Lower topsail Yards of Iron, best boiler plate, Fore & Main Mast 3 1/2 inch thick, three angle irons 3 1/2 x 3 1/2 x 1/4 in each about 40 feet long, Main Mast plates 5/8 inch thick, three angle irons 3 1/2 x 3 1/2 x 1/4 in, about 35 feet long, Bowsprit plates 3/8 inch thick, two angle irons 3 1/2 x 3 1/2 x 1/4 in for entire length, Butts double, treble & quadruple rivetted where strength is most required, 3/4 inch



Chains & Anchors tested by the Staffordshire Public Testing Co. Lipton Roving Machine, 28 Dec 4 & 11 Jan 1865
She has **SAILS.** **CABLES, &c.** **ANCHORS,** and their weights.

No.			Fathoms.	Inches.	Tested to Tons.	No.	Weight.	Tested to Tons.
2	Fore Sails,	Chain	300	1 3/4	55.2	Bowers, <i>Patent</i>	1	30.2.14.29.1.3
2 <i>upper & 2 lower</i>	Fore Top Sails,	Hempen Stream Cable	90	1 1/6		" <i>Patent</i>	1	30.1.12.25.18.0
2	Fore Topmast Stay Sails,	Hawser	90	8			1	25.2.8.25.3.3
2	Main Sails,	Towlines	90	1 1/2		Stream,	1	12.1.0
2 <i>upper & 2 lower</i>	Main Top Sails,	Warp	90	7 1/2		Kedges,	1	6.3.0
	and well found in other sails	All of <i>Good</i> quality.					1	3.1.9

Her Standing and Running Rigging *are* sufficient in size and *Good* in quality.

She has *Two* Object Masts **Long Boat** and *Three* others

The present state of the Windlass is *Good* Capstan *Good* and Rudder *Good* Pumps *are* but metal *are* Lead *good*

Order for Special Survey	DATES of	1st.	On the several parts of the frame, when in place, and before the plating was wrought	<i>August 16th 1864</i>
No. —	Surveys held	2nd.	On the plating during the progress of rivetting	<i>September 15th "</i>
Date —	while building	3rd.	When the beams were in and fastened, and before the decks were laid	<i>August 16th "</i>
Order for Ordinary Survey	as per	4th.	When the ship was complete, and before the plating was finally coated	<i>October 25th "</i>
No. —	Section 18.	5th.	After the ship was launched	<i>March 3rd 1865</i>
Date <i>8th August 1864</i>				

State if she has a Spar Deck *No* Poop *is* attached to stern or Forecastle *Yes*

General Remarks. *This Vessel has six diagonal tie plates on main deck beams 13 1/2 x 10 1/2 in. also an additional hold stringer, of two bars of angle iron 5 x 4 1/2 x 9/16 in rivetted back to back all fore and aft; Middle line keelson two plates 19 1/2 x 1/2 in deep amidships tapering to 9 1/2 x 1/2 at ends of vessel Angle irons 5 x 4 1/2 x 9/16 in. at top and bottom. Ridge keelson bulb iron 9 x 9/16 in rivetted between two bars of angle iron 5 x 4 1/2 x 9/16 in for 138 feet amidships, and from thence rivetted back to back to ends of vessel*

Two bulkheads. the after one of which is cut 3 feet above tween deck amidships with an iron hinged door 4 x 3 1/2 feet to allow stores to pass into store room.

This Vessel as in the case of the "Dharwar" has no angle iron joining the wash plates to the floor plates to form an intercostal side keelson. The wash plates are closely fitted home to all the floor plates.

See letters dated 17th Dec 1864

In what manner are the surfaces preserved from oxidation?

Ditto

ditto

The flat of floor to round the turn of bilge all fore & aft is covered inside with Portland Cement, above this is coated twice with a mix of Red & White lead paint, Outside twice coated with a mixture of Red & White lead paint & spirits

I am of opinion this Vessel should be Classed *A*

The amount of the Fee £ 5 : 0 : 0 is received by me

McK MCG Special £ 10 : 10 :

Certificate (if required) £ 5 : 5 :

Committee's Minute *10th March 1865*

Character assigned *A*

With the exception of wash plates in lieu of proper side intercostal keelson plates rivetted as above as required by Rules she appears eligible for Class as recommended. In this respect she is like the ship "Dharwar" named above which the Committee allowed to pass. It will be observed the Chain Cables are 15 lbs and the Anchors are rather light. 11 lbs
March 9/65