

# IRON SHIPS.

4032

Rec 23/3/85

No. 2426 Survey held at West Hartlepool Date First Survey 1st Sept 1864 Length 167 ft. Breadth 37 ft. Depth 23 ft. 6 in.  
 on the Ship "Magpie" Master J. G. Smith  
 Tonnage, under tonnage deck 444.20 Built at West Hartlepool When built 1865 Launched 20th Jan  
 Ditto of poop or spar deck 13.00 By whom built Pile Spence & Co Owners McKinnon & Co.  
 Ditto of engine room 68.90  
 Total Register tonnage 1521.34 Port belonging to Liverpool Destined Voyage India  
 Surveyed while Building, Afloat, or in Dry Dock While building

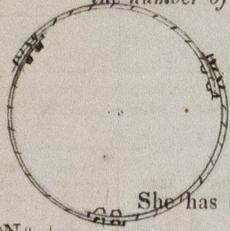
Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth from top of Upper Deck Beam to top of Floor	Feet.	Inches.	Power of Engines	Horse.	No. of Decks
<u>231</u>	<u>1</u>		<u>37</u>	<u>11</u>		<u>23</u>	<u>0</u>				<u>Two</u>
Dimensions of Ship per Register, length <u>232.5</u> breadth <u>30.10</u> depth <u>23.5</u>											
Keel, if bar iron, depth and thickness	<u>10 3/4 x 2 5/8</u>		Inches in Ship		Inches required per Rule						
Stem, if bar iron, moulding and thickness	<u>10 3/4 x 2 5/8</u>										
Stern-post, if bar iron, moulding and thickness	<u>10 3/4 x 2 5/8</u>										
Distance of Frames from moulding edge to moulding edge, all fore and aft	<u>21</u>										
Frames, Size of Angle Iron, single or double	<u>5</u>	<u>3</u>	<u>10/16</u>	<u>5</u>	<u>3 1/2</u>	<u>9/16</u>					
Floors, depth and thickness of Floor Plate at mid line	<u>25 1/2</u>	<u>11/16</u>	<u>25 1/2</u>	<u>11/16</u>							
Beams, Deck (No. <u>63</u> ) double Angle Iron, Plate, Tee, or Bulb Iron	<u>4 1/4</u>	<u>3</u>	<u>10/16</u>	<u>4 1/4</u>	<u>3</u>	<u>9/16</u>					
Hold, or Lower Deck (No. <u>63</u> ) double Angle, Tee, Plate, or Bulb Iron	<u>4 1/4</u>	<u>3</u>	<u>10/16</u>	<u>4 1/4</u>	<u>3</u>	<u>9/16</u>					
Keelson, single or double plate, box, or intercostal	<u>22</u>	<u>17</u>	<u>11/16</u>	<u>22</u>	<u>17</u>	<u>11/16</u>					
Side, single or double, plate, box, or intercostal	<u>5</u>	<u>4</u>	<u>10/16</u>	<u>5</u>	<u>4</u>	<u>10/16</u>					
Transoms, material <u>Plate</u> on, if none, in what manner compensated for.											
Knights-heads, and Hawse Timbers <u>Blocks of Oak</u>											
The Frames extend in one length from <u>Keel</u> to <u>gunwale</u> rivetted through plates with ( <u>7/10</u> in.) rivets, about ( <u>7</u> in.) apart.											
The reverse angle irons on the floors extend in one length across the middle line from <u>bilge</u> to <u>bilge</u>											
Keelson, how are the various lengths of plates or angle irons connected? <u>butts shifted &amp; strapped &amp; rivetted</u>											
Plates, Garboard, double or rivetted to keel, double or at upper edge, with rivets ( <u>13/16</u> ins.) diameter, averaging ( <u>3 1/2</u> in.) apart.											
Edges from Garboards to upper part of bilge, worked clencher, double or single rivetted; with rivets ( <u>7/10</u> in.) diameter, averaging ( <u>2 3/4</u> ins.) apart.											
Butts from Keel to turn of bilge, worked carvel with butt straps ( <u>11 x 1 1/2</u> ) thick, double or single rivetted; with rivets ( <u>7/10</u> in.) diameter, averaging ( <u>2 3/4</u> ins.) apart.											
Edges from bilge to sheerstrake, worked carvel with a lining piece ( ) thick, or clencher, double or single rivetted; with rivets ( <u>7/10</u> in.) diameter, averaging ( <u>2 3/4</u> in.) apart.											
Edges of Sheerstrake, double or single rivetted? At upper edge <u>Single to bulwark</u> At lower edge <u>Double</u>											
Butts from bilge to planksheers, worked carvel with butt straps ( <u>10 x 1 1/2</u> ) thick, double or single rivetted; with rivets ( <u>7/10</u> in.) diameter, averaging ( <u>2 3/4</u> ins.) apart. Breadth of laps in double rivetting ( <u>5</u> ) Breadth of laps in single rivetting ( <u>none</u> )											
Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted? <u>Double</u>											
Planksheer, how secured to the plating of the sides											
Waterway, planksheer and to the Beams	<u>Gutter waterway, at fore end Gut. &amp; S.C.</u>										
Deck Beams, how secured to the side?	<u>Beam ends turned &amp; pieces welded</u>										
Hold or Lower Deck ditto	<u>Same as Deck</u>										
Paddle											
No. of breasthooks <u>Five</u> crutches <u>Three</u>											
What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.?	<u>Good</u>										
Manufacturer's name or trade mark	<u>Balclutha &amp; Co. Shotby Scotland Joseph Smith &amp; Beddington</u>										
We certify that the above is a correct description of the several particulars therein given.											
Builder's Signature <u>Pile Spence &amp; Co</u>	Surveyor's Signature <u>J. R. Platt</u>										

IRON 435-0187

4032 Iron

Workmanship. Are the lands or laps of the clenwork 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? They do  
Do the fillings between the ribs and plates fill in solid with single pieces? or are they in short lengths of various thicknesses? Solid in one length  
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? All through  
Are there any rivets which either break into or have been put through the seams or butts of the plating? A few in butts

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.)



Lower masts of 0/16 plate at wedging tapered to 7/16 at head & heel, double rivetted at edges & butts with 3/4 rivets spaced 2 1/2 in. Diameter at wedging 33 inches, length of fore mast 80 ft, length of plates 89 ft. Bowsprit & main mast made in the same way. Lower yards of 6/16 plate at 1/4 in tapered to 1/2 in. Three angle Irons inside 3 x 3 x 7/16 ANCHORS, and their weights.

		Fathoms.	Inches.	Tested to Tons.		No.	Weight.	Tested to Tons.
Fore Sails,	Chain .....	300	1 7/8	6.5/4	Bowers, <u>Notman's Patent</u>	3	1.4.0	31.17.0
Fore Top Sails,	<del>Hemp</del> Stream Cable .....	90	1	10	( <u>Exp Stock</u> )		1.4.0	31.16.1
Fore Topmast Stay Sails,	Hawser .....	90	9				1.9.1	20.1.1
Main Sails,	Towlines .....	90	11		Stream, .....	1	13.1.16	
Main Top Sails,	Warp .....	100	7 1/2		Kedges, .....	1	6.5.12	
	All of <u>Good</u> quality.	100	15			1	3.0.11	

Her Standing and Running Rigging One Hemp & Manila sufficient in size and Good in quality.

She has One Long Boat and Life 20. Cutters & Rig

The present state of the Windlass is Seak Capstan 3 of Iron and Rudder Good Pumps 3 of Iron & two of brass

Order for Special Survey	DATES of	1st. On the several parts of the frame, when in place, and before the plating was wrought	} <u>Special Survey</u> <u>Seen twice each</u> <u>week during progress</u> <u>of building</u>
No. <u>210</u>	Surveys held	2nd. On the plating during the progress of rivetting	
Date <u>Sept 1/85</u>	while building	3rd. When the beams were in and fastened, and before the decks were laid	
Order for Ordinary Survey	as per	4th. When the ship was complete, and before the plating was finally coated	
No. _____	Section 18.	5th. After the ship was launched	

State if she has a Spar Deck \_\_\_\_\_ Poop \_\_\_\_\_ or Forecastle \_\_\_\_\_

General Remarks, Was a forecastle with a deck house aft, forecastle framed all to the top height, Beams 7 x 0/16 hull plates Double angle Iron on top edge 3 1/2 x 3 x 7/16, Plating 6/16 single rivetted at edges double at butts 3/4 rivets spaced 2 1/2 in. Waterways 6 x 12. Greenheart & Seak, Deck 3 in Cy. Pine.

Intercostal Nelson fitted on each side of the middle line plates 2 1/2 x 1 1/16 Double angle Irons 5 x 4 x 10/16

File Spence & Co.

In what manner are the surfaces preserved from oxidation? Inside Plat cemented other parts coated with paint  
Ditto ditto Outside With paint & McInnes composition

I am of opinion this Vessel should be Classed A 1  
The amount of the Fee .....£ 5 : 0 : 0 is received by me,  
McH McG Special .....£ 76 : 1 : 0  
Certificate (if required) .....£ : :

S. P. Glanville

Committee's Minute 24<sup>th</sup> March 1885

Character assigned A 1

I am of opinion this sailing ship of 200 tons is eligible for Classing as recommended by the Committee are satisfied with the size of main Piece of Deck which is not equal to Hall's Iron Gravit Sore

March 23/85

A & C. E

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