

# IRON SHIPS.

Requisition 1633

Rec 22/3/65

No. 4882 Survey held at Port Glasgow Date 16<sup>th</sup> March 1865

on the Ship "Weathersfield" Master Matous Beresford Brown

Tonnage Gross 1050.68 Engine Room                      Register                      Built at Port Glasgow

When Built 1865 Launched 15<sup>th</sup> February 1865 By whom built Robert Duncan & Co.

Owners Charles G. Lewis & Co. Part belonging to Liverpool Destined Voyage Glyde to Liverpool & Hamburg

Surveyed 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.
209			34		7	21				
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	Inches in Ships. <u>21</u>		Inches required per Rule. <u>21</u>		Stem, $\frac{3}{4}$ bar iron, moulding and thickness		Inches. In Ship. <u>10x2<math>\frac{1}{2}</math></u>		16ths required per Rule. <u>8x3</u>	
Floors, Size of Angle Iron, and No. <u>single</u> at bottom of Floor Plate <u>with doubling</u>	Inches. In Ship. <u>5</u>	Inches. In Ship. <u>3</u>	16ths. In Ship. <u>8</u>	Inches. required per Rule. <u>4<math>\frac{3}{4}</math></u>	Inches. required per Rule. <u>3</u>	16ths. required per Rule. <u>8</u>	Stem-post, $\frac{3}{4}$ bar iron, moulding and thickness		Inches. In Ship. <u>8x3</u>	
depth and thickness of Floor Plate at mid line	<u>23</u>		<u>10</u>	<u>23<math>\frac{1}{2}</math></u>		<u>10</u>	Keel, $\frac{3}{4}$ bar iron, depth and thickness		Inches. In Ship. <u>10x2<math>\frac{1}{2}</math></u>	
depth and thickness of Floor Plate at Bilge Keelson	<u>14</u>		<u>10</u>			<u>10</u>	Keel, if plate iron, breadth and thickness		Inches. In Ship. <u>8x3</u>	
Size of Reversed Angle Iron, and No. <u>single</u> at top of Floor Plate	<u>3</u>	<u>3</u>	<u>7</u>	<u>3<math>\frac{1}{2}</math></u>	<u>3</u>	<u>7</u>	Garboard Plates, Breadth and thickness		Inches. In Ship. <u>31</u>	
Frames, Size of Angle Iron, single or double, to lower deck	<u>5</u>	<u>3</u>	<u>8</u>	<u>4<math>\frac{3}{4}</math></u>	<u>3</u>	<u>8</u>	From Garboard to upper part of Bilge		Inches. In Ship. <u>13</u>	
Reversed Iron, $\frac{3}{4}$ to every frame and on every alternate frame to lower deck	<u>3</u>	<u>3</u>	<u>7</u>	<u>3<math>\frac{1}{2}</math></u>	<u>3</u>	<u>7</u>	From upper part of Bilge to Sheerstrakes		Inches. In Ship. <u>10</u>	
Transoms, Deck (N <sup>o</sup> . ) double Angle Iron, Plate, or Bulb Iron	<u>8<math>\frac{1}{2}</math></u>		<u>9</u>	<u>8<math>\frac{1}{2}</math></u>		<u>9</u>	Sheerstrakes, Breadth and thickness		Inches. In Ship. <u>32<math>\frac{1}{2}</math></u>	
double or single Angle Iron, on upper edge	<u>3</u>	<u>3</u>	<u>6</u>	<u>3</u>	<u>3</u>	<u>6</u>	Butt Straps to outside plating, Breadth and thickness		Inches. In Ship. <u>10</u>	
average space between	<u>3 feet 6 inches</u>		<u>3 feet 6 inches</u>		Planksheers		Material.			
if wood (N <sup>o</sup> . ) sided & moulded					Gunwale Plate or Stringer on ends of Up. Dk Beams		Inches. In Ship. <u>36</u>		16ths. required per Rule. <u>10</u>	
Hold, or Lower Deck (N <sup>o</sup> . ) double Angle Iron, Plate, or Bulb Iron	<u>8<math>\frac{1}{2}</math></u>		<u>9</u>	<u>8<math>\frac{1}{2}</math></u>		<u>9</u>	Angle Iron on ditto		Inches. In Ship. <u>5x4x<math>\frac{3}{8}</math></u>	
double or single Angle Iron, on upper edge	<u>3</u>	<u>3</u>	<u>6</u>	<u>3</u>	<u>3</u>	<u>6</u>	Diagonal Tie Plates on Beams		Inches. In Ship. <u>13</u>	
average space between	<u>3 feet 6 inches</u>		<u>3 feet 6 inches</u>		Waterway		Inches. In Ship. <u>4</u>		16ths. required per Rule. <u>3<math>\frac{1}{2}</math></u>	
if wood (N <sup>o</sup> . ) sided & moulded					Deck		Material. <u>Yellow Pine</u>			
Paddle, wood, sided and moulded, or if Iron, size of Plate	<u>8<math>\frac{1}{2}</math></u>		<u>9</u>	<u>8<math>\frac{1}{2}</math></u>		<u>9</u>	Ceiling in Hold		Material. <u>Red Pine</u>	
Engine							Ceiling betwixt Decks		Material. <u>Red Pine battens</u>	
Keelson, <u>single</u> plate, <u>box</u> , or <u>intercostal</u> double, standing on the floor							Beam Clamps or Spirketting			
Size of Plates <u>15x18</u>	<u>15</u>		<u>14</u>	<u>15<math>\frac{1}{2}</math></u>		<u>14</u>	Shelf			
Size of Angle Irons	<u>5</u>	<u>4</u>	<u>9</u>	<u>5</u>	<u>4<math>\frac{3}{4}</math></u>	<u>9</u>	Stringer Plates on ends of Hold or Lower Dk Beams		Inches. In Ship. <u>22</u>	
Ditto Bilge (No. <u>two</u> ) double Angle Irons	<u>5</u>	<u>4</u>	<u>9</u>	<u>5</u>	<u>4<math>\frac{3}{4}</math></u>	<u>9</u>	Ceiling between Decks		Material. <u>Angle Iron</u>	
Ditto Side Keelsons <u>intercostal</u> , plates <u>9</u> , Angle Irons <u>5</u>	<u>5</u>	<u>4</u>	<u>9</u>	<u>5</u>	<u>4<math>\frac{3}{4}</math></u>	<u>9</u>	Stringer or Tie Plates outside Hatchways		Inches. In Ship. <u>13</u>	
Transoms, material <u>Horn</u> or, if none, in what manner compensated for.							Deck Beam Clamps or Spirketting			
Knight-heads, and Hawse Timbers							Shelf			
The Frames or Ribs extend in one length from <u>Keel</u> to <u>Gunwale</u> rivetted through plates with ( $\frac{7}{8}$ in.) rivets, about ( <u>7</u> inches) apart.							Stringers in Hold <u>Iron</u>		Material. <u>Bulb Iron between double angle iron</u>	
The reverse angle irons on the floors extend in one length across the middle line from <u>lower deck</u> to <u>Gunwale</u> alternately							Deck, Lower		Inches. In Ship. <u>5x4x<math>\frac{3}{8}</math></u>	
Keelson, how are the various lengths of plates or angle irons connected? <u>By Angle Iron butt straps</u>							Deck, Upper, how fastened to Beams		By screw bolts and nuts from above	
Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets ( $1\frac{1}{2}$ x $\frac{7}{8}$ ins.) diameter averaging ( <u>4<math>\frac{1}{2}</math></u> in.) from centre to centre of rivet.							Bulkheads, N <sup>o</sup> . <u>one</u>		Thickness of <u>7</u>	
Edges from Garboards to upper part of bilge, worked <u>carvel</u> with a lining piece ( <u>1</u> in.) thick, or clencher, double or single rivetted; rivets ( $\frac{7}{8}$ in.) diameter, averaging ( <u>3<math>\frac{1}{2}</math></u> ins.) from centre to centre of rivets.							how secured to the sides of the ship		<u>Between double frames</u>	
Butts from Keel to turn of bilge, worked <u>carvel</u> with a lining piece ( <u>1<math>\frac{1}{8}</math></u> ) thick, double or single rivetted; rivets ( $\frac{7}{8}$ in.) diameter, averaging ( <u>3<math>\frac{1}{2}</math></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>							size of vertical angle iron and their distance apart		<u>3x3x<math>\frac{1}{4}</math> about 3 inches apart</u>	
Edges from bilge to sheerstrake, worked <u>carvel</u> with a lining piece ( <u>1</u> in.) thick, or clencher, double or single rivetted; rivets ( $\frac{7}{8}$ in.) diameter, averaging ( <u>3<math>\frac{1}{2}</math></u> 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>							Butt straps 24 inches quadruple rivetted			
Edge of Sheerstrake, double or single rivetted?							Butts from bilge to planksheers, worked <u>carvel</u> with a lining piece ( <u>1<math>\frac{1}{8}</math></u> ) thick, double or single rivetted; rivets ( $\frac{7}{8}$ in.) diameter averaging ( <u>3<math>\frac{1}{2}</math></u> ins.) from centre to centre of rivets. Breadth of laps in double rivetting ( <u>5</u> ins) Breadth of laps in single rivetting ( <u>        </u> )			
Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted?							Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted?			
Planksheer, how secured to the plating of the sides							Planksheer, how secured to the plating of the sides		Explain by sketch	
Waterway							Waterway		if necessary.	
Deck Beams, how secured to the side?							Deck Beams, how secured to the side?		<u>Beam ends turned down</u>	
Hold or Lower Deck							Hold or Lower Deck		<u>Beam ends turned down</u>	
Paddle							Paddle			
No. of breasthooks <u>Five</u> crutches <u>Four</u> how are pointers compensated?							No. of breasthooks <u>Five</u> crutches <u>Four</u> how are pointers compensated?			
What description of iron is used for the angle iron and plate iron in the vessel? <u>Massey &amp; Co's Glasgow Iron Co. Built at Glasgow</u>							What description of iron is used for the angle iron and plate iron in the vessel?		<u>Massey &amp; Co's Glasgow Iron Co. Built at Glasgow</u>	

IRON 438-0189

4034 *Iron*

**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 .....	300 1 3/4	Common	37.2.22
	Fore Top Sails,	" Stream .....	60 1 1/2	Bower, <i>two sets of</i>	
<i>Two</i>	Fore Topmast Stay Sails,	Hempen Stream Cable .....	90 10 1/2	<i>Best 28" 17" Anchor 30" 1" 10"</i>	
<i>Suits</i>	Main Sails,	Hawser .....	90 9	<i>28" 15" 1" Anchor 30" 0" 21"</i>	
<i>4</i>	Main Top Sails,	Towlines .....	90 8 1/2	<i>Stock 5" 3" 14"</i>	36.0.7
<i>Sails</i>		Warp .....		<i>25" 5" 3" Anchor 25" 2" 12"</i>	30.2.14
and		All of <i>Good</i> quality.		<i>Stock 5" 2" 2"</i>	12.0.0
				Kedge... <i>Common</i>	6.2.7
				<i>ditto</i>	3.1.0

Her *Rigging is Wood* Standing and Running Rigging *Pump* sufficient in size and *Good* in quality.

She has *Two Life* Long Boat and *Pinnace, Lug, and Jolly Boats*

The present state of the Windlass is *Good* three Capstans *Good* and Rudder *Good* Pumps *Two Cast-iron 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

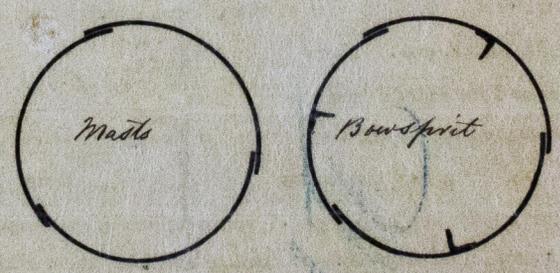
*Specially surveyed while building from 1<sup>st</sup> July 1864 to 16<sup>th</sup> March 1865 in all 31 visits*

This vessel has been built under special survey as per Order N<sup>o</sup> 334; is fitted with a full poop and fore-castle with a House amidships for the crew. The middle line keelson is formed of double plates standing on the floors, has intercostal sister keelsons fitted about midway between the bilge and middle line ditto; there are two stringers fitted above the bilges formed of angle iron fitted back to back, the lower one of which has a bulb iron fitted between, see sketch herewith

The certificates of Bower Anchors are dated 21<sup>st</sup> & 6<sup>th</sup> February & 16<sup>th</sup> January 1865; and the certificates of Chain Cables are dated 12<sup>th</sup>, 19<sup>th</sup> & 21<sup>st</sup> January 1865, and signed by David Logan, Superintendent, Tipton Proving Machine. And the 60 fathoms *1 1/2* Stud Stream Chain dated 17<sup>th</sup> February 1865 and signed, Tinsley, Wright & Co., Dudley.

Duplicate certificates granted in letter 14. 11. 65

Mast	Thickness of Plating	Riveting of Butts	Riveting of Edges	Size of Angle Iron	N <sup>o</sup> of Angle Irons	Diameter of masts
Main Mast	7/16	barrel Triple	blanchet Double	"	"	30 inches
Fore Mast	7/16	do	do	"	"	30 inches
Mizen Mast	7/16	do	do	"	"	23 inches
Bow-sprit	7/16	do	do	5 x 3 x 7/16	3 on way of lengthhead	30 inches



In what manner are the surfaces preserved from oxidation? *Portland Cement between the floors to upper part of bilges; and inside and outside coated with three coats of Zinc paint*

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

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

*McK WMC* Special ..... £ 52 : 15 : :

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

*H. J. Brocks.*  
*R. H. Luce*

Committee's Minute *24<sup>th</sup> March 1865*

Character assigned *A 1*

*This sailing ship of iron appears to be No. 16 in my Report dated August last of ships seen by me building in the Greenwich district. I am of opinion she is eligible for classification as recommended above.*

*March 27/65*

