

IRON SHIPS.

Rec 13/11/65

1865

No. 3597 Survey held at Hull Date 11th November
on the Screw Schooner "Love Bird" Master Albert Froud

Tonnage under tonnage deck 502.21 Built at Hull When built 1865 Launched 21st October

Ditto of poop 50.77 or spar deck

Ditto of engine room 114.71

Total Register tonnage 448.14

Gross tonnage 562.85

Surveyed while Building, Afloat, or in Dry Dock Special survey during building

By whom built Humber Iron Works Owners J A Frost
Port belong to London Destined Voyage Med.

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	Inches required per Rule.			
(Dimensions of Ship per Register, length <u>188.6</u> breadth <u>37.05</u> depth <u>15.05</u>)															
Keel, if bar iron, depth and thickness.....															
Keel, if plate iron, breadth and thickness															
Stem, if bar iron, moulding and thickness															
Stem, if plate iron, breadth and thickness															
Stern-post, if bar iron, moulding and thickness															
Stern-post, if plate iron, breadth and thickness															
Distance of Frames from moulding edge to moulding edge, all fore and aft															
Frames, Size of Angle Iron, single or double ..															
Reversed Iron, to every frame															
to every alternate frame															
Floors, depth and thickness of Floor Plate at mid line															
Ditto ditto at Bilge Keelson															
Size of Reversed Angle Iron, and No. one at top of Floor Plate															
Beams, Deck (N ^o . <u>52</u>) double Angle Iron, Plate, Tee, or Bulb Iron															
double or single Angle Iron, on top edge															
average space between															
Hold, or Lower Deck (N ^o . <u>25</u>) double Angle, Tee, Plate, or Bulb Iron															
double or single Angle Iron on top edge															
average space between															
Paddle, sided and moulded, thickness of Plate size of Angle Iron															
Engine, between engine & boiler double angle iron top & bottom															
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. <u>one</u>) at each Bilge, single or double plate, box or intercostal															
Transoms, material <u>iron</u> or, if none, in what manner compensated for.															
Knight-heads, and Hawse Timbers <u>iron frames plating</u>															
The Frames extend in one length from <u>Keel</u> to <u>gunwale</u> rivetted through plates with (<u>3/4</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>top of bilge</u> to <u>top of Bilge</u>															
on the frames " " " from <u>top of Bilge</u> to <u>gunwale</u> on alternate frames															
Keelson, how are the various lengths of plates or angle irons connected? <u>Butts of plates strapped. Butts of angle iron shifted & strapped</u>															
Plates, Garboard, <u>double</u> rivetted to keel, double <u>double</u> at upper edge, with rivets (<u>1 3/4</u> ins.) diameter, averaging (<u>4 3/4</u> ins.) apart.															
Edges from Garboards to upper part of bilge, worked clencher, <u>double</u> or <u>single</u> rivetted; with rivets (<u>3/4</u> in.) diameter, averaging (<u>2 3/4</u> ins.) apart.															
Butts from Keel to turn of bilge, worked carvel with butt straps (<u>7/8</u>) thick, <u>double</u> or <u>single</u> rivetted; with rivets (<u>3/4</u> in.) diameter, averaging (<u>2 3/4</u> ins.) apart.															
Do the butt straps lap over and rivet through the lands of the strake below? <u>Yes</u>															
Edges from bilge to sheerstrake, worked carvel with a lining piece (<u>3/8</u> in.) thick, or clencher, <u>double</u> or <u>single</u> rivetted; with rivets (<u>3/4</u> in.) diameter, averaging (<u>2 3/4</u> in.) apart.															
Do the butt straps lap over and rivet through the lands of the strake below? <u>Clencher</u>															
Edges of Sheerstrake, <u>double</u> or <u>single</u> rivetted? At upper edge <u>Rivetted to gunwale angle iron</u> At lower edge <u>Double rivetted</u>															
Butts from bilge to planksheers, worked carvel with butt straps (<u>7/8</u> x <u>7/8</u>) thick, <u>double</u> or <u>single</u> rivetted; with rivets (<u>3/4</u> in.) diameter, averaging (<u>2 3/4</u> ins.) apart. Breadth of laps in double rivetting (<u>4 1/2</u>) Breadth of laps in single rivetting (<u>2 3/4</u>)															
Butt Straps of Keelsons, Stringer and Tie Plates, <u>double</u> or <u>single</u> rivetted?															
Planksheer, how secured to the plating of the sides Explain by sketch															
Waterway " " planksheer and to the Beams if necessary. <u>Butts Waterway</u>															
Deck Beams, how secured to the side? <u>With welded knees rivetted to frames and beam angle iron rivetted to stringer plate</u>															
Hold or Lower Deck ditto <u>do</u>															
Paddle " " No. of breasthooks <u>Four</u> crutches <u>Three</u>															
What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.? <u>Boiler Iron & Trough</u>															
Manufacturer's name or trade mark <u>Connell & Matthews Sedward</u>															
We certify that the above is a correct description of the several particulars therein given.															
Builder's Signature <u>Humber Iron Works & Shipbuilding Company</u> Surveyor's Signature <u>James Frost</u>															
<u>Thomas Scott</u>															

IRON 439-0046

orkmanship. Are the lands or laps of the clenchwork in all cases in five and a half times the diameter of the rivet. Yes
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? Yes or are they in short lengths of various thicknesses? Yes
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? None in Stems, a few in the 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.

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.				
No.		Fathoms.	Inches.	Tested to Tons.	No.	Weight.	Tested to Tons.	
Complete and and thus required	Fore Sails,	Chain	240	1 1/4	28.2.0	Bowers, <u>Lotus Patent</u>	8	13.8.0
	Fore Top Sails,	Hamper Stream Cable <u>shot link</u>	40	3/8	7.17.2.0			13.2.14.15.5.3.2.1
	Fore Topmast Stay Sails,	Hawser <u>Manilla</u>	90	5/2	5.12.2.0			11.0.7.12.18.3.0
	Main Sails,	Towlines <u>5/2</u>	90	7/2		Stream, <u>4 stock</u>	1	5.1.10
	Main Top Sails,	Warp				Kedges, <u>5/2</u>	2	2.3.0
All of <u>good</u> quality.							1.2.0	
Her Standing and Running Rigging <u>Wire & Manilla</u> sufficient in size and <u>good</u> in quality.								
She has <u>One Life</u> Long Boat and <u>four other boats</u>								
The present state of the Windlass is <u>good</u> Capstan <u>good</u> and Rudder <u>good</u> Pumps <u>good</u>								

Order for Special Survey DATES of 1st. On the several parts of the frame, when in place, and before the plating was wrought Special Survey
No. 89 Surveys held 2nd. On the plating during the progress of rivetting First Survey 12-18
Date 11th May 1865 while building 3rd. When the beams were in and fastened, and before the decks were laid Last Survey 11th Nov
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
Date State if she has a Spar Deck Yes Poop Yes Forecastle Yes

General Remarks,
Keel and forecath frames and plated in accordance with the rules - Plating single rivetted at Edges - Butts of plating stringers and tie plates double rivetted -
Eleven 4 x 3 1/2 x 7/8 single angle iron beams fitted in main hold before engine room bulkhead, which with the Bulb Beams fitted, brings spacing to 42 ins. - 3" Red pine deck laid
Cable and Anchor certificates from Lloyds Lipton Proving House and signed Samuel Teggman

Custom House Tonnage
Tonnage under Deck 502.21 - If under 500 equal to A
Poop 50.77
Mess Room 4.27
Access 5.6
562.85

In what manner are the surfaces preserved from oxidation? Inside The flat & turn of Bulk Cemented Remained Painted
Ditto ditto Outside with three coats of Paint

I am of opinion this Vessel should be Classed B when compared with the 500 ton class
The amount of the Fee £ 3 is received by me, J. M. Davidson
Special £ 28 : 3 : —
Certificate (if required) £ — : — : —

Committee's Minute 14th November 1865
Character assigned B 1 A & C, P

Rev. Com. Min. 30 Nov 1865
Advised to A 12

as this vessel only exceeds 500 tons by 2 tons I beg to recommend her for the favorable consideration of the Committee for the A class
Lloyds Register Foundation