

4552

IRON SHIPS.

2489 Survey held at Stockton Date 15 June 65 to 14 February 1866 Per 15/2/66
 the Barque "CORA LYNN" Master Beadie
 Tonnage under tonnage deck 475.20 Built at Stockton When built 1866 Launched 4. Jan 66
 to of poop 24.16 By whom built M. Pease & Co Owners Cunard Wilson & Co
 to of engine room _____
 al Register tonnage 499.36 Port belonging to Liverpool Destined Voyage China
 ss tonnage _____
 Surveyed while Building, Afloat, or in Dry Dock While Building for 400 Tons Rule. A grade

Length aloft 53 - Extreme Breadth 27 2 Depth from top of Upper Deck Beam to top of Floor 17 2 1/2 Power of Engines - Horse. - N^o. of Decks one
 Dimensions of Ship per Register, length 160.4 breadth 27.1 depth 17.0

	Inches in Ship.	Inches required per Rule.	Inches. In Ship.	Inches. In Ship.	16ths. In Ship.	Inches. required per Rule.	Inches. required per Rule.	16ths. required per Rule.
Plates in Garboard Strakes, breadth and thickness	28	10/16	24	10/16				
Ditto from Garboard to upper part of Bilges..	9/16		9/16					
.. from upper part of Bilge to a perpendicular height from upper side of Keel of 3/4ths the entire depth of Hold	8/16		8/16					
.. from 3/4ths depth of Hold to lower edge of Sheerstrake	7/16		7/16					
.. Sheerstrake, breadth and thickness	30	9/16	24	9/16				
Butt Straps to outside plating, breadth and thickness	9 x 7/16	10/16	8 1/2 x 7/16	5/16				
Gunwale Plate or Stringer on ends of Upper Deck Beams, breadth and thickness	23	7/16	22	7/16				
Angle Iron on ditto	4 x 3 x 7/16		4 x 3 x 6/16					
Stringer or Tie Plates fore and aft, on Upper Deck Beams, outside Hatchways..	10	7/16	9 3/4	7/16				
Diagonal Tie Plates on ditto (4 pairs)	10	7/16	9 3/4	7/16				
Planksheer, materials and scantlings								
Waterway ditto ditto								
Flat of Upper Deck, thickness and material..	3	4. 3/16	3					
.. how fastened to Beams..	1/2	3/16						
Ceiling betwixt Decks and in Hold, thickness and material	2 1/4	a.R.E.						
Clamps or Spirketting ditto								
Stringer Plates on ends of Hold or Lower Deck Beams, breadth and thickness	17 1/2	7/16	16 1/2	7/16				
Stringer or Tie Plates fore and aft outside Hatchways, on Hold or Lower Deck Beams	4 x 3 x 6/16		4 x 3 x 6/16					
Stringers in Hold	4 x 3 x 6/16							
Flat of Lower Deck, thickness and material..								
Main piece of Rudder, diameter at head	4 3/8		4 1/4					
" " " " at heel	2 3/4		2 1/2					
(Can the Rudder be unshipped afloat) <u>Yes</u>								
Bulkheads, N ^o <u>one</u> Thickness of <u>5/16</u>								
.. Height up <u>Main deck</u>								
.. how secured to the sides of the ship <u>Double frame of Broad Sides</u>								
.. size of vertical angle irons <u>3 x 2 1/2 x 6/16</u> and their distance apart <u>24 ins</u>								

Keelsons, material Iron or, if none, in what manner compensated for. _____
 Right-heads, and Hawse Timbers English Oak
 The Frames extend in one length from Keel to gunwale rivetted through plates with (3/4 in.) rivets, about (6 in) apart.
 The reverse angle irons on the floors extend in one length across the middle line from Top of Bilge to Top of Bilge
 " " " on the frames " " " from Top of Bilge to gunwale on alternate frames.
 Keelson, how are the various lengths of plates or angle irons connected? Butts shifted, chapped & rivetted
 Plates, Garboard, double or rivetted to keel, double or at upper edge, with rivets (3/4 ins.) diameter, averaging (2 3/4 ins.) apart.
 Edges from Garboards to upper part of bilge, worked clencher, double or single rivetted; with rivets (3/4 in.) diameter, averaging (2 3/4 ins.) apart.
 Butts from Keel to turn of bilge, worked carvel with butt straps (9 x 7/16 9/16) thick, double or single rivetted; with rivets (3/4 in.) diameter, averaging (2 3/4 ins.) apart. Do the butt straps lap over and rivet through the lands of the strake below? No
 Edges from bilge to sheerstrake, worked carvel with a lining piece () thick, or clencher, double or single rivetted; with rivets (3/4 in.) diameter, averaging (2 3/4 in.) apart. Do the butt straps lap over and rivet through the lands of the strake below? No
 Edges of Sheerstrake, double or single rivetted? At upper edge single to Iron Bulwarks at lower edge Double.
 Butts from bilge to planksheers, worked carvel with butt straps (9 x 7/16 9/16) thick, double or single rivetted; with rivets (3/4 in.) diameter, averaging (2 3/4 ins.) apart. Breadth of laps in double rivetting (4 1/2) Breadth of laps in single rivetting (2 3/4)
 Straps of Keelsons, Stringer and Tie Plates, double or single rivetted? double Rivetted
 Planksheer, how secured to the plating of the sides { Explain by sketch } Jutter Waterway
 Waterway " " planksheer and to the Beams { if necessary. }
 Deck Beams, how secured to the side? Beam ends turned and knees added
 Upper or Lower Deck ditto do do
 No. of breasthooks 3 crutches 2
 What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.? good
 Manufacturer's name or trade mark "Stockton" "Hopkins"

We certify that the above is a correct description of the several particulars therein given.
 Builder's Signature M. Pease & Co Surveyor's Signature James Purdie
 Lloyd's Register Foundation
 IRON 439-0177

4552 Iron

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? They are
 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? Single solid pieces
 Do the holes for rivetting plate to frames, butt straps, or plate to plate, &c., conform well to each other? They do and are the rivet holes well and sufficiently countersunk in the outer plate? Sufficiently countersunk
 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 ^{mixed iron & steel R.F.} 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.)



The main and fore of iron - shapes of "sterns" - 9 feet long
6/16 Body of masts - 5/16 at ends - Two plates stiffened with 3 Bars of angle iron. 4 x 3 x 7/16 - single Rivetted edges. double at Butts with 1/2 Rivets. 2 3/4 pitch. Main 65 ft. 8 x 22 in dia. fore 64 ft. 8 x 22 in dia.
 She has SAILS. CABLES, &c. ANCHORS, and their weights.

N ^o	Fore Sails,	Chain	Fathoms.	Inches.	Tested to Tons.	Bowers,	N ^o .	Weight. Ex. Stock	Tested Tons
	Fore Top Sails,	Hamper Stream Cable	270	1 9/16	34	3		16.3.4.10	
	Fore Topmast Stay Sails,	Hawser	190	12/16	10 2/20			16.3.2.10	
	Main Sails,	Towlines	90	8 1/2				14.3.16.10	
	Main Top Sails,	Warp	90	6 1/2				7.1.10.0	
	and	All of <u>good</u> quality.	90	5				3.2.10.0	
								1.3.0.0	

Her Standing and Running Rigging Wire Hemp ^{main} sufficient in size and good in quality.

She has one Long Boat and one Rig and one Pinnace

The present state of the Windlass is in oak Capstan one and Rudder good Pumps 3 - 6 inch

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. 229 Surveys held 2nd. On the plating during the progress of rivetting seen
 Date 17th June 65 while building 3rd. When the beams were in and fastened, and before the decks were laid twice each year
 Order for Ordinary Survey as per 4th. When the ship was complete, and before the plating was finally coated while
 No. _____ Section 18. 5th. After the ship was launched Building
 Date _____

State if she has a Spar Deck none Half Poop none or Forecastle

General Remarks,

she is fitted with a Raised Quarter deck - all framed to top height - plating 7/16 - single Rivetted at Edges and double at Butts with 3/4 Rivets. 2 3/4 apart. (11) Beams of Bulb Iron 6 1/2 x 6/16 with 2 Bars of angle iron on top edge. 2 1/4 x 2 1/4 x 5/16 stringer plates on Beam ends 2 0 1/2 x 7/16 with an angle iron on top 4 x 3 x 7/16 + Lie and diagonal plates. 10 x 7/16 - deck of Y.P. 2 1/2 in fastened with 1/2 BRN pins Sap Waterways of Oak 9 x 4 1/2 -

Extra double angle iron stringers (4 x 3 x 7/16) fitted for two birds ships length. tween Bulbs keelsons and Awd Beam Iron stanchions to each Beam for same distance -

M. Pearce

In what manner are the surfaces preserved from oxidation? Inside Bottom cemented, all other with
 Ditto ditto Outside inside and out. Three coats of paint

I am of opinion this Vessel should be Classed A 1

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

Special £ 24 : 19 : 0

Certificate (if required) £ : :

Committee's Minute 16th February 18 66

Character assigned A 1

James Purdie
 I am of opinion this sailing vessel is eligible for classification as recommended above.
 Lloyd's Register Foundation
 Feb 18 66