

IRON SHIPS.

No. 19849 Survey held at Lancaster Date Feb. 3/65 to March 14 1866
on the "Whittington" Master Duckett

Tonnage under tonnage deck 893.55 Built at Lancaster When built 1865 Launched Jan. 29/66
Ditto of poop 13.77 or spar deck 2.22 By whom built Lane Ship Builders Owners Lancaster Ship Owners Co.
Ditto of engine room

Total Register tonnage 919.54 Port belonging to Lancaster Destined Voyage Melbourne

Surveyed while Building, Afloat, or in Dry Dock While building also in Cover graving & Quen's dock

Builders Length aloft 85 Feet. Inches. Extreme Breadth 32 Feet. Inches. Depth from top of Upper Deck Beam to top of Floor 21 Feet. Inches. Power of Engines — No. of Decks Two

(Dimensions of Ship per Register, length 93.5 breadth 32.2 depth 21)

| Side | Inches in Ship. | Inches required per Rule. | Plates in Garboard Strakes, breadth and thickness | Inches in Ship. | Inches required per Rule. |
|---|---------------------------|---------------------------|---|---|---------------------------|
| Keel, if bar iron, depth and thickness | <u>8 x 13/16</u> | <u>7 1/2 x 13/16</u> | | <u>30</u> | <u>13/16</u> |
| Middle if plate iron, breadth and thickness | <u>36 x 3/16 full</u> | <u>34 1/2 x 10/16</u> | Ditto from Garboard to upper part of Bilges | <u>—</u> | <u>11/16</u> |
| Stem, if bar iron, moulding and thickness | <u>8 x 3</u> | <u>7 1/2 x 3</u> | „ from upper part of Bilge to a perpendicular height from upper side of Keel of <u>3/4</u> ths the entire depth of Hold | <u>—</u> | <u>10/16</u> |
| „ if plate iron, breadth and thickness | <u>8 x 3</u> | <u>7 1/2 x 3</u> | „ from <u>3/4</u> ths depth of Hold to lower edge of Sheerstrake | <u>ends 9/16</u> | <u>ends 9/16</u> |
| Stern-post, if bar iron, moulding and thickness | <u>8 x 3</u> | <u>7 1/2 x 3</u> | „ Sheerstrake, breadth and thickness | <u>30</u> | <u>10/16</u> |
| „ if plate iron, breadth and thickness | <u>8 x 3</u> | <u>7 1/2 x 3</u> | Butt Straps to outside plating, breadth and thickness | <u>10 x same thickness as</u> | |
| Distance of Frames from moulding edge to moulding edge, all fore and aft | <u>23</u> | <u>23</u> | Gunwale Plate or Stringer on ends of Upper Deck Beams, breadth and thickness | <u>27 1/2</u> | <u>9/16</u> |
| Double frames are fitted across the keel to upper part of bilges for the vessel's length <u>amidships</u> | <u>4 1/2</u> | <u>3</u> | Angle Iron on ditto | <u>25 1/2</u> | <u>ends 21</u> |
| Frames, Size of Angle Iron, single or double | <u>4 1/2</u> | <u>3</u> | Stringer or Tie Plates fore and aft, on Upper Deck Beams, outside Hatchways | <u>5 x 4 x 8/16</u> | <u>5 x 4 x 8/16</u> |
| „ Reversed Iron, to every frame & every alternate frame, to | <u>3</u> | <u>3</u> | Diagonal Tie Plates on <u>upper ditto</u> | <u>12</u> | <u>9/16</u> |
| Floors, depth and thickness of Floor Plate at mid line | <u>22</u> | <u>ends 9/16</u> | Planksheer, materials and scantlings | <u>Iron</u> | <u>—</u> |
| „ Ditto ditto at Bilge Keelson | <u>16 1/2</u> | <u>—</u> | Waterway ditto ditto | <u>Flat of Upper Deck, thickness and material</u> | <u>4 Pine 3/2</u> |
| „ Size of Reversed Angle Iron, and No. <u>one</u> at top of Floor Plate | <u>3</u> | <u>3</u> | „ „ how fastened to Beams | <u>Nut & screw bolts - galvanized</u> | <u>—</u> |
| Beams, Deck (N. <u>one</u>) double Angle Iron | <u>5 1/2</u> | <u>3</u> | Ceiling betwixt Decks and in Hold, thickness and material | <u>2 Pine 2 1/2</u> | <u>—</u> |
| „ Plate, Tee, or Bulb Iron <u>alternating</u> | <u>8</u> | <u>3</u> | Clamps or Spirketting ditto | <u>—</u> | <u>—</u> |
| „ double or single Angle Iron, on edge | <u>—</u> | <u>3</u> | Stringer Plates on ends of Hold or Lower Deck Beams, breadth and thickness | <u>21</u> | <u>9/16</u> |
| „ „ average space between | <u>46</u> | <u>—</u> | Stringer or Tie Plates fore and aft outside Hatchways, on Hold or Lower Deck Beams | <u>12</u> | <u>9/16</u> |
| „ Hold, or Lower Deck (N. <u>one</u>) double Angle, Tee, Plate, or Bulb Iron | <u>Same as upper deck</u> | <u>8</u> | Stringers in Hold | <u>See Section</u> | <u>5 x 4 x 8/16</u> |
| „ „ double or single Angle Iron on edge | <u>—</u> | <u>3</u> | Flat of Lower Deck, thickness and material | <u>3 Pine</u> | <u>—</u> |
| „ „ average space between | <u>46</u> | <u>—</u> | Main piece of Rudder, diameter at head | <u>4</u> | <u>5 1/2</u> |
| „ Paddle, sided and moulded, thickness of Plate size of Angle Iron | <u>—</u> | <u>—</u> | „ „ at heel | <u>4</u> | <u>3</u> |
| „ Engine „ „ <u>horizontal</u> | <u>—</u> | <u>—</u> | (Can the Rudder be unshipped afloat <u>Yes</u>) | <u>—</u> | <u>—</u> |
| Keelson, single or double plate, box or intercostal | <u>12 1/2</u> | <u>12 1/2</u> | Bulkheads, N. <u>2</u> Thickness of Plates | <u>—</u> | <u>6/16</u> |
| „ Size of Plates <u>Vertical through plate</u> | <u>36 full</u> | <u>34 1/2</u> | „ Height up <u>To upper deck</u> | <u>—</u> | <u>—</u> |
| „ Size of Angle Irons | <u>5</u> | <u>4</u> | „ how secured to the sides of the ship <u>Double frames</u> | <u>—</u> | <u>—</u> |
| „ Side, single or double, plate, box, or intercostal | <u>—</u> | <u>—</u> | „ size of vertical angle irons <u>3 x 3 x 1/4</u> and their distance apart <u>30 ins</u> | <u>—</u> | <u>—</u> |
| „ Bilge (No. <u>one</u>) at each Bilge, single, or double, plate, or box | <u>5</u> | <u>4</u> | | <u>—</u> | <u>—</u> |
| Transoms, material <u>iron</u> or, if none, in what manner compensated for. | <u>—</u> | <u>—</u> | | <u>—</u> | <u>—</u> |

Knight-heads, and Hawse Timbers Plates & angle iron

The Frames extend in one length from keel to gunwale rivetted through plates with (7/8 in.) rivets, about (4 1/2 to 6) apart.

The reverse angle irons on the floors extend in one length across the middle line from Bilge Keelson to gunwale - alternate
„ „ „ on the frames „ „ „ from Middle line to Hold beam - alternate

Keelson, how are the various lengths of plates or angle irons connected? By covering pieces - well shifted

Plates, Garboard, double rivetted to keel, double at upper edge, with rivets (3/16 in.) diameter, averaging (4 1/2 in.) apart.

„ Edges from Garboards to upper part of bilge, worked clencher, double or single rivetted; with rivets (1/4 in.) diameter, averaging (2 1/4 in.) apart.

„ Butts from Keel to turn of bilge, worked carvel with butt straps (12 x 11/16) thick, double or single rivetted; with rivets (1/4 in.) diameter, averaging (2 1/4 in.) 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 (1/4 in.) diameter, averaging (2 1/4 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 To gunwale angle iron At lower edge Double

„ Butts from bilge to planksheers, worked carvel with butt straps (11/16 x 13/16) thick, double or single rivetted; with rivets (3/8 in.) diameter, averaging (2 1/2 in.) apart. Breadth of laps in double rivetting (4 3/4) Breadth of laps in single rivetting ()

Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted? Double

Planksheer, how secured to the plating of the sides { Explain by sketch } See Section appended
Waterway „ „ planksheer and to the Beams { if necessary. }

Deck Beams, how secured to the side? By welded knees 20 x 21 long & rivetted to the frames

Hold or Lower Deck ditto 20 x 21

Paddle „ „ No. of breasthooks — crutches —

What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.?

Manufacturer's name or trade mark Fox Head & Co. Hepburn & Co. & Butterley Iron Works

We certify that the above is a correct description of the several particulars therein given.

Builder's Signature Lane Ship Building Co. Surveyor's Signature Edw. Wheeler

John Hale

IRON 1439-0243

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.

Her Standing and Running Rigging Wire & Hemp sufficient in size and good in quality.

She has One Long Boat and Three others

The present state of the Windlass is Good Capstans Good and Rudder Good Pumps Main 6"

State if she has a Spar Deck _____ Poop Yes or Forecastle Yes

General Remarks.

Has a full Poop ⁴⁸ long, & full Forecastle ²⁸ long
Fire (Poop) beams are of Red Pine ¹ x ⁴ fitted same as in ship
"Wennington" - Report 19459 - remaining beams are of single
angle iron ⁶ x ³ x ³/₁₆ - except the breast beams which are of double
T. ⁶ x ³ x ³/₁₆. Outside plating ⁶/₁₆ thick, & Deck of Pine ³/₂ ".
Also a Deck House ³¹ x ¹² x ⁰ fitted the aftside of Foremast.

This Vessel is well built, & is in accordance with the Rules & Table G for the tonnage - except the parts marked in Red. It will be seen by the Section appended that the Bilge Keelson is in excess, and she is fitted with an extra Hold Stringer.

In what manner are the surfaces preserved from oxidation? Inside Portland Cement & Red lead
Ditto ditto Outside Red lead & other Paint

I am of opinion this Vessel should be Classed A

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

Mar 4 Special£ 48: 10: 0 10/3/66 B.M.
Certificate (if required)£ 2: 10: 0

Committee's Minute *Liverpool 18th March, 1866*

Character assigned A - Witt under special survey

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Foundation