

# IRON SHIPS.

Requisition No. 376  
Builder's No. 55

Rec 31/5/66

No. 5078 Survey held at Port Glasgow Date 16<sup>th</sup> May 18 66

on the Screw Steam Schooner "Jeuvenit" Master Edward Fiencher

Tonnage Gross 218.91 Engine Room 59.59 Register 159.32 Built at Port Glasgow  
do Under deck 199.81 Poop 19.10

When Built 1866 Launched 7<sup>th</sup> April 1866 By whom built Lawrence Hill & Co.

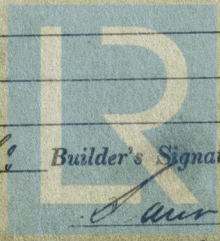
Owners Edgar Sydney Port belonging to Port Glasgow Destined Voyage Glyde to Genoa

Surveyed Afloat or in Dry Dock While Building

PLANS CASE

Length aloft ..... 126 $\frac{3}{4}$  Feet. Inches. Extreme Breadth .... 21 $\frac{7}{8}$  Feet. Inches. Depth from top of Upper Deck ..... 11 $\frac{1}{2}$  Feet. Inches. Beam to top of Floor ..... 7 $\frac{1}{2}$  Feet. Inches. Power of Engines .... 55. Ind engines Horse.

	Inches in Ships.		Inches required per Rule.		Inches in Ships.		Inches required per Rule.		Inches in Ships.		Inches required per Rule.		Inches in Ships.		Inches required per Rule.	
	In Ship.	In Ship.	per Rule.	per Rule.	In Ship.	In Ship.	per Rule.	per Rule.	In Ship.	In Ship.	per Rule.	per Rule.	In Ship.	In Ship.	per Rule.	per Rule.
Distance of Frames or Ribs from moulding } edge to moulding edge, all fore and aft }	<u>21</u>		<u>21</u>													
Floors, Size of Angle Iron, and No. single at bottom of Floor Plate .....	<u>2<math>\frac{1}{2}</math></u>	<u>2<math>\frac{1}{2}</math></u>	<u>5<math>\frac{1}{8}</math></u>	<u>2<math>\frac{1}{2}</math></u>	<u>2<math>\frac{1}{2}</math></u>	<u>2<math>\frac{1}{2}</math></u>	<u>5<math>\frac{1}{8}</math></u>	<u>2<math>\frac{1}{2}</math></u>	<u>5<math>\frac{1}{8}</math></u>	<u>2<math>\frac{1}{2}</math></u>	<u>5<math>\frac{1}{8}</math></u>	<u>2<math>\frac{1}{2}</math></u>	<u>5<math>\frac{1}{8}</math></u>	<u>2<math>\frac{1}{2}</math></u>	<u>5<math>\frac{1}{8}</math></u>	<u>2<math>\frac{1}{2}</math></u>
„ depth and thickness of Floor Plate at mid line .....	<u>13<math>\frac{1}{2}</math></u>	<u>5<math>\frac{1}{8}</math></u>	<u>13<math>\frac{1}{2}</math></u>	<u>5<math>\frac{1}{8}</math></u>	<u>5<math>\frac{1}{8}</math></u>	<u>5<math>\frac{1}{8}</math></u>	<u>5<math>\frac{1}{8}</math></u>	<u>5<math>\frac{1}{8}</math></u>	<u>5<math>\frac{1}{8}</math></u>	<u>5<math>\frac{1}{8}</math></u>	<u>5<math>\frac{1}{8}</math></u>	<u>5<math>\frac{1}{8}</math></u>	<u>5<math>\frac{1}{8}</math></u>	<u>5<math>\frac{1}{8}</math></u>	<u>5<math>\frac{1}{8}</math></u>	<u>5<math>\frac{1}{8}</math></u>
„ depth and thickness of Floor Plate at Bilge Keelson .....	<u>9</u>	<u>5<math>\frac{1}{8}</math></u>	<u>9</u>	<u>5<math>\frac{1}{8}</math></u>	<u>5<math>\frac{1}{8}</math></u>	<u>5<math>\frac{1}{8}</math></u>	<u>5<math>\frac{1}{8}</math></u>	<u>5<math>\frac{1}{8}</math></u>	<u>5<math>\frac{1}{8}</math></u>	<u>5<math>\frac{1}{8}</math></u>	<u>5<math>\frac{1}{8}</math></u>	<u>5<math>\frac{1}{8}</math></u>	<u>5<math>\frac{1}{8}</math></u>	<u>5<math>\frac{1}{8}</math></u>	<u>5<math>\frac{1}{8}</math></u>	<u>5<math>\frac{1}{8}</math></u>
„ Size of Reversed Angle Iron, and No. single at top of Floor Plate ..	<u>2<math>\frac{1}{4}</math></u>	<u>2<math>\frac{1}{4}</math></u>	<u>5<math>\frac{1}{8}</math></u>	<u>2<math>\frac{1}{4}</math></u>	<u>2<math>\frac{1}{4}</math></u>	<u>2<math>\frac{1}{4}</math></u>	<u>5<math>\frac{1}{8}</math></u>	<u>2<math>\frac{1}{4}</math></u>	<u>5<math>\frac{1}{8}</math></u>	<u>2<math>\frac{1}{4}</math></u>	<u>5<math>\frac{1}{8}</math></u>	<u>2<math>\frac{1}{4}</math></u>	<u>5<math>\frac{1}{8}</math></u>	<u>2<math>\frac{1}{4}</math></u>	<u>5<math>\frac{1}{8}</math></u>	<u>2<math>\frac{1}{4}</math></u>
Frames, Size of Angle Iron, single or double ..	<u>2<math>\frac{1}{2}</math></u>	<u>2<math>\frac{1}{2}</math></u>	<u>5<math>\frac{1}{8}</math></u>	<u>2<math>\frac{1}{2}</math></u>	<u>2<math>\frac{1}{2}</math></u>	<u>2<math>\frac{1}{2}</math></u>	<u>5<math>\frac{1}{8}</math></u>	<u>2<math>\frac{1}{2}</math></u>	<u>5<math>\frac{1}{8}</math></u>	<u>2<math>\frac{1}{2}</math></u>	<u>5<math>\frac{1}{8}</math></u>	<u>2<math>\frac{1}{2}</math></u>	<u>5<math>\frac{1}{8}</math></u>	<u>2<math>\frac{1}{2}</math></u>	<u>5<math>\frac{1}{8}</math></u>	<u>2<math>\frac{1}{2}</math></u>
„ „ Reversed Iron, & to every frame or every frame .....	<u>2<math>\frac{1}{4}</math></u>	<u>2<math>\frac{1}{4}</math></u>	<u>5<math>\frac{1}{8}</math></u>	<u>2<math>\frac{1}{4}</math></u>	<u>2<math>\frac{1}{4}</math></u>	<u>2<math>\frac{1}{4}</math></u>	<u>5<math>\frac{1}{8}</math></u>	<u>2<math>\frac{1}{4}</math></u>	<u>5<math>\frac{1}{8}</math></u>	<u>2<math>\frac{1}{4}</math></u>	<u>5<math>\frac{1}{8}</math></u>	<u>2<math>\frac{1}{4}</math></u>	<u>5<math>\frac{1}{8}</math></u>	<u>2<math>\frac{1}{4}</math></u>	<u>5<math>\frac{1}{8}</math></u>	<u>2<math>\frac{1}{4}</math></u>
Beams, Deck (N <sup>o</sup> . ) double Angle Iron, Plate, or Bulb Iron .....	<u>6</u>	<u>5<math>\frac{1}{8}</math></u>	<u>6</u>	<u>5<math>\frac{1}{8}</math></u>	<u>5<math>\frac{1}{8}</math></u>	<u>5<math>\frac{1}{8}</math></u>	<u>5<math>\frac{1}{8}</math></u>	<u>5<math>\frac{1}{8}</math></u>	<u>5<math>\frac{1}{8}</math></u>	<u>5<math>\frac{1}{8}</math></u>	<u>5<math>\frac{1}{8}</math></u>	<u>5<math>\frac{1}{8}</math></u>	<u>5<math>\frac{1}{8}</math></u>	<u>5<math>\frac{1}{8}</math></u>	<u>5<math>\frac{1}{8}</math></u>	<u>5<math>\frac{1}{8}</math></u>
„ „ double or single Angle Iron, on upper edge .....	<u>2</u>	<u>2</u>	<u>4<math>\frac{1}{8}</math></u>	<u>2</u>	<u>2</u>	<u>2</u>	<u>4<math>\frac{1}{8}</math></u>	<u>2</u>	<u>4<math>\frac{1}{8}</math></u>	<u>2</u>	<u>4<math>\frac{1}{8}</math></u>	<u>2</u>	<u>4<math>\frac{1}{8}</math></u>	<u>2</u>	<u>4<math>\frac{1}{8}</math></u>	<u>2</u>
„ „ average space between .....	<u>3 feet 6 inches</u>		<u>3 feet 6 inches</u>													
„ „ if wood (N <sup>o</sup> . ) sided & moulded																
„ Hold, or Lower Deck (N <sup>o</sup> . ) double Angle Iron, Plate, or Bulb Iron }																
„ „ double or single Angle Iron on edge .....																
„ „ average space between .....																
„ „ if wood (N <sup>o</sup> . ) sided & moulded																
„ Paddle, wood, sided and moulded, or if Iron, size of Plate .....																
„ Engine „ „ „ „ .....																
Keelson, single plate, box, or intercostal with ..	<u>16<math>\frac{1}{2}</math></u>	<u>5<math>\frac{1}{8}</math></u>	<u>16<math>\frac{1}{2}</math></u>	<u>5<math>\frac{1}{8}</math></u>	<u>5<math>\frac{1}{8}</math></u>	<u>5<math>\frac{1}{8}</math></u>	<u>5<math>\frac{1}{8}</math></u>	<u>5<math>\frac{1}{8}</math></u>	<u>5<math>\frac{1}{8}</math></u>	<u>5<math>\frac{1}{8}</math></u>	<u>5<math>\frac{1}{8}</math></u>	<u>5<math>\frac{1}{8}</math></u>	<u>5<math>\frac{1}{8}</math></u>	<u>5<math>\frac{1}{8}</math></u>	<u>5<math>\frac{1}{8}</math></u>	<u>5<math>\frac{1}{8}</math></u>
„ Size of Plates .....	<u>3</u>	<u>3</u>	<u>4<math>\frac{1}{8}</math></u>	<u>3</u>	<u>3</u>	<u>3</u>	<u>4<math>\frac{1}{8}</math></u>	<u>3</u>	<u>4<math>\frac{1}{8}</math></u>	<u>3</u>	<u>4<math>\frac{1}{8}</math></u>	<u>3</u>	<u>4<math>\frac{1}{8}</math></u>	<u>3</u>	<u>4<math>\frac{1}{8}</math></u>	<u>3</u>
„ Size of Angle Irons .....	<u>3</u>	<u>3</u>	<u>4<math>\frac{1}{8}</math></u>	<u>3</u>	<u>3</u>	<u>3</u>	<u>4<math>\frac{1}{8}</math></u>	<u>3</u>	<u>4<math>\frac{1}{8}</math></u>	<u>3</u>	<u>4<math>\frac{1}{8}</math></u>	<u>3</u>	<u>4<math>\frac{1}{8}</math></u>	<u>3</u>	<u>4<math>\frac{1}{8}</math></u>	<u>3</u>
Ditto Bilge (No. <u>Two</u> ) with bulb iron for half the length of vessel and side strops ..	<u>3</u>	<u>3</u>	<u>4<math>\frac{1}{8}</math></u>	<u>3</u>	<u>3</u>	<u>3</u>	<u>4<math>\frac{1}{8}</math></u>	<u>3</u>	<u>4<math>\frac{1}{8}</math></u>	<u>3</u>	<u>4<math>\frac{1}{8}</math></u>	<u>3</u>	<u>4<math>\frac{1}{8}</math></u>	<u>3</u>	<u>4<math>\frac{1}{8}</math></u>	<u>3</u>
Transoms, material <u>Iron</u> or, if none, in what manner compensated for.																
Knight-heads, and Hawse Timbers <u>Iron</u>																
The Frames or Ribs extend in one length from <u>Keel</u> to <u>Gunnwale</u> rivetted through plates with ( <u><math>\frac{3}{4}</math></u> in. ) rivets, about ( <u>6 inches</u> ) apart.																
The reverse angle irons on the floors extend in one length across the middle line from <u>upper part of bilge</u> to <u>upper part of bilge</u> for every frame in engine space.																
„ „ and on the frames „ „ from <u>to</u> to <u>to</u>																
Keelson, how are the various lengths of plates or angle irons connected ? <u>By Angle Iron butt straps</u>																
Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets ( <u><math>1\frac{3}{4}</math></u> in. ) diameter averaging ( <u><math>4\frac{1}{2}</math></u> in. ) from centre to centre of rivet.																
„ Edges from Garboards to upper part of bilge, worked carvel with a lining piece ( <u>—</u> in. ) thick, or clencher, double or single rivetted ; rivets ( <u><math>\frac{1}{4}</math></u> in. ) diameter, averaging ( <u>3</u> ins. ) from centre to centre of rivets.																
„ Butts from Keel to turn of bilge, worked carvel with a lining piece ( <u><math>7\frac{1}{2}</math></u> in. ) thick, double or single rivetted ; rivets ( <u><math>\frac{3}{4}</math></u> in. ) diameter, averaging ( <u>3</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>																
„ Edges from bilge to sheerstrake, worked carvel with a lining piece ( <u>—</u> ) thick, or clencher, double or single rivetted ; rivets ( <u><math>\frac{3}{4}</math></u> in. ) diameter, averaging ( <u>3</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>																
„ Edge of Sheerstrake, double or single rivetted ?																
„ Butts from bilge to planksheers, worked carvel with a lining piece ( <u><math>7\frac{1}{2}</math></u> in. ) thick, double or single rivetted ; rivets ( <u><math>\frac{3}{4}</math></u> in. ) diameter averaging ( <u>3</u> ins. ) from centre to centre of rivets. Breadth of laps in double rivetting ( <u><math>4\frac{1}{2}</math></u> inches ) Breadth of laps in single rivetting ( <u><math>2\frac{1}{2}</math></u> inches )																
Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted ?																
Planksheer, how secured to the plating of the sides { Explain by sketch }																
Waterway „ „ planksheer and to the Beams { if necessary. }																
Deck Beams, how secured to the side ? <u>Beam ends turned down</u>																
Hold or Lower Deck „																
Paddle „																
No. of breasthooks <u>Three</u> crutches <u>Three</u> how are pointers compensated ?																
What description of iron is used for the angle iron and plate iron in the vessel ? <u>Shottley Iron &amp; Steel Co.</u> Builder's Signature <u>Lawrence Hill</u>																



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Lloyd's Register

IRON 439-0375



475170

**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> .		Lloyd's "Tipton Proving House" Signed, Samuel Tipton 21/23/4/1866	Fathoms.	Inches.	N <sup>o</sup> . Weight.
	Fore Sails,	Chain .... 15 tons 15 cwt.	90	5 1/2	1 5. 1. 6
	Fore Top Sails,	"Stream	80	5 1/2	1 5. 1. 7
✓ One Sail	Fore Topmast Stay Sails,	Hempen Stream Cable .....	50	7	1 2. 0. 12
	Main Sails,	Hawser .....	55	5 1/2	
	Main Top Sails,	Towlines .....	60	8 1/2	
	and spare sails ✓	Warp .....	100	2 1/2	
		All of <u>Good</u> quality.			1 1. 1. 18

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

She has One Life Long Boat and Two Others

The present state of the Windlass is Good with Capstan and Rudder Good with patent steering gear Pumps Three lead, 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 1st Nov 1865 to 16th May 1866 in all 16 Visits.

*This vessel has been built under Special Survey as per order N<sup>o</sup> 376: is schooner rigged; has a full poop and monkey forecabin with house amidships for part of the crew.*

*In consequence of some alterations being made in the dimensions of this vessel she is now under 11 depths and the plating is equal to and in some instances in excess of the Rules as well be seen on the sketch herewith. Please see Committee's letter dated 15<sup>th</sup> Decr 1865.*

In what manner are the surfaces preserved from oxidation? Portland Cement between the floor to upper part of Belges, inside and outside with three coats of Red lead

He is of opinion this Vessel should be classed A 1

The amount of the Fee .....£ 3 : : : is received by me,

May 1866 Special .....£ 10 : 19 : "

X Certificate (if required) .....£ " : " : "

Committee's Minute 1<sup>st</sup> Decr 1866

Character assigned B 1

A 1 C 1 M. C

W. H.

H. B. Gold.

1<sup>st</sup> Port Lure

*This Vessel appears eligible for the class A 1*

31 May 1866

Lloyd's Register Foundation