

IRON SHIPS.

I 5060

Rec. 20/2/66

22 Survey held at Port Glasgow

Date 18th August

1866

Iron Ship "Antelope"

Master Watters

under tonnage deck 1358.86

poop or spar deck 84.06

Built at Port Glasgow

When built 1866

Launched 9th August 1866

Ditto of engine room

By whom built John Reid & Co.

Owners Joseph Heap & Son

Total Register tonnage

Gross Tonnage 1442.93

Port belonging to Liverpool

Destined Voyage Hyde to Melbourne

Surveyed while Building, 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.	Nº. of Decks
234 ³ / ₄		38 ⁷ / ₁₀		23 ⁷ / ₁₀				Two
(Dimensions of Ship per Register, length <u>242³/₁₀</u> breadth <u>38⁷/₁₀</u> depth <u>23⁷/₁₀</u>)								
Keel, if bar iron, depth and thickness	Inches in Ship.	Inches required per Rule.	Inches in Ship.	Inches required per Rule.	Inches in Ship.	Inches required per Rule.	Inches in Ship.	Inches required per Rule.
9 x 3	9 x 3	9 x 3	9 x 3	9 x 3	9 x 3	9 x 3	9 x 3	9 x 3
if plate iron, breadth and thickness								
9 x 3	9 x 3	9 x 3	9 x 3	9 x 3	9 x 3	9 x 3	9 x 3	9 x 3
Stem, if bar iron, moulding and thickness								
9 x 3	9 x 3	9 x 3	9 x 3	9 x 3	9 x 3	9 x 3	9 x 3	9 x 3
if plate iron, breadth and thickness								
9 x 3	9 x 3	9 x 3	9 x 3	9 x 3	9 x 3	9 x 3	9 x 3	9 x 3
Stern-post, if bar iron, moulding and thickness								
9 x 3	9 x 3	9 x 3	9 x 3	9 x 3	9 x 3	9 x 3	9 x 3	9 x 3
if plate iron, breadth and thickness								
9 x 3	9 x 3	9 x 3	9 x 3	9 x 3	9 x 3	9 x 3	9 x 3	9 x 3
Distance of Frames from moulding edge to moulding edge, all fore and aft	24	24	24	24	24	24	24	24
for 1/2 the length of vessel amidships								
Frames, Size of Angle Iron, single or double	5 3 1/2	96	5 3 1/2	96	5 3 1/2	96	5 3 1/2	96
Reversed Iron, 1/2 to every frame	3 1/2	3	58	3 1/2	3	58	3 1/2	3
and on every alternate frame to gunwale								
Floors, depth and thickness of Floor Plate at mid line	26	46	25 1/2	46	26	46	25 1/2	46
Ditto ditto at Bilge Keelson	17	46	17	46	17	46	17	46
Size of Reversed Angle Iron, and No. single at top of Floor Plate	5 1/2	3	86	5 1/2	3	86	5 1/2	3
Beams, Deck (No.) double Angle Iron, Plate, Tee, or Bulb Iron	4 1/2	96	4 1/2	96	4 1/2	96	4 1/2	96
double or single Angle Iron, on upper edge	3 1/2	3 1/2	76	3 1/2	3 1/2	76	3 1/2	3 1/2
average space between	4 feet	4 feet	4 feet	4 feet	4 feet	4 feet	4 feet	4 feet
Hold, or Lower Deck (No.) double Angle, Tee, Plate, or Bulb Iron	9 1/2	96	9 1/2	96	9 1/2	96	9 1/2	96
double or single Angle Iron, on upper edge	3 1/2	3 1/2	76	3 1/2	3 1/2	76	3 1/2	3 1/2
average space between	4 feet	4 feet	4 feet	4 feet	4 feet	4 feet	4 feet	4 feet
Paddle, sided and moulded, thickness of Plate size of Angle Iron								
Engine								
Keelson, single or double plate, box, or intercostal								
Size of Plates	17 1/2	46	17 1/2	46	17 1/2	46	17 1/2	46
Size of Angle Irons	5 1/2	46	5 1/2	46	5 1/2	46	5 1/2	46
Side, single or double, plate, box, or intercostal	23	46	23	46	23	46	23	46
Bilge (No.) at each Bilge, single, or double, plate, or box	5 1/2	46	5 1/2	46	5 1/2	46	5 1/2	46
oms, material Iron or, if none, in what manner compensated for.								
t-heads, and Hawse Timbers								
frames extend in one length from	Keel	to Gunwale	Keel	to Gunwale	Keel	to Gunwale	Keel	to Gunwale
verse angle irons on the floors extend in one length across the middle line from	lower deck	to Gunwale alternately	lower deck	to Gunwale alternately	lower deck	to Gunwale alternately	lower deck	to Gunwale alternately
on the frames								
elson, how are the various lengths of plates or angle irons connected?	By plate and Angle Iron butt straps		By plate and Angle Iron butt straps		By plate and Angle Iron butt straps		By plate and Angle Iron butt straps	
ates, Garboard, double or rivetted to keel, double or at upper edge, with rivets (1 1/4 in.) diameter, averaging (5 1/4 in.) apart.								
Edges from Garboards to upper part of bilge, worked clencher, double or single rivetted; with rivets (7/8 in.) diameter, averaging (3 1/2 in.) apart.								
Butts from Keel to turn of bilge, worked carvel with butt straps (1/4, 1/8) thick, double or single rivetted; with rivets (7/8 in.) diameter, averaging (3 1/2 in.) apart.								
Do the butt straps lap over and rivet through the lands of the strake below?	No		Do the butt straps lap over and rivet through the lands of the strake below?	No			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 (7/8 in.) diameter, averaging (3 1/2 in.) apart.								
Do the butt straps lap over and rivet through the lands of the strake below?	No		Do the butt straps lap over and rivet through the lands of the strake below?	No			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 Double At lower edge Double								
Butts from bilge to planksheers, worked carvel with butt straps (1/4 + 1/8) thick, double or single rivetted; with rivets (7/8 in.) diameter, averaging (3 1/2 in.) apart. Breadth of laps in double rivetting (5 inches Breadth of laps in single rivetting ()								

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?

Beams ends turned down

Hold or Lower Deck ditto

Beams ends turned down

Paddle , ,

No. of breasthooks Five crutches Five

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

Manufacturer's name or trade mark Consolidated Iron Co.

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

Builder's Signature John Reid & Co.

Surveyor's Signature Robt Luce

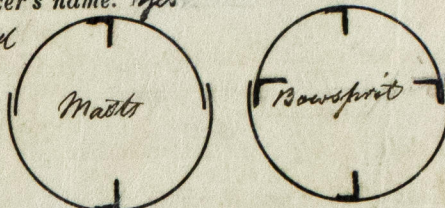
IRON 440.0070

5060 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 rivet 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? Solid lengths
 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? A few

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. Yes)

Masts &c.	Thickness of plating	Rivetting of butts	Rivetting of edges	Size of Angle Irons	Diameter	Consolid strength
Fore mast	3/8"	Double	Double	5 x 3 x 3/8"	31 inches	do "
Main mast	3/8"	"	"	5 x 3 x 3/8"	31 "	do "
Mizen mast	3/8"	"	"	5 x 3 x 3/8"	27 "	do "
Bowsprit	3/8"	"	"	5 x 3 x 3/8"	29 "	do "



She has SAILS. CABLES, &c., tested at "Lloyd's" Totton Proving House

No.			No. on Chain seen by me.	No. and date of Certificate	Fathoms.	Inches.	Tested to Tons.
	Fore Sails,	Chain		2123 20/7/1866	150	1 7/8	18.5.0.0
	Fore Top Sails,	Hemp		2116 20/7/1866	150	1 7/8	18.5.0.0
Two Suits of Sails	Fore Topmast	Stream Cable		2124 20/7/1866	90	1	18.0.0.0
	Stay Sails,	Hawser		2117 21/7/1866	90	10	
	Main Sails,	Towlines		2122 21/7/1866	90	10	
	Main Top Sails,	Warp			90	7	
	and	All of <u>Good</u> quality.					

ANCHORS, tested at "Lloyd's" Totton Proving House

No.	No. on Anchor seen by me.	No. and date on Certificate.	Weight. Ex. stock.	Tested to Tons.
Bowers	1	2576 21/7/1866	34.0.7	5.18.1.21
	1	2577 21/7/1866	33.3.7	5.19.2.2
	1	2578 21/7/1866	28.3.9	27.15.0.14
Stream	1	2579 21/7/1866	11.1.12	18.5.0.0
Kedges	1	2580 21/7/1866	5.1.25	7.16.1.0
	1	2581 21/7/1866	2.3.6	5.6.1.0

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

She has Two Life Boats Long Boat and Pennace Cutter & Gig
 The present state of the Windlass is Good Two Capstans Good and Rudder Good with Patent Steering gear Pumps Two Iron Good

Order for Special Survey	DATES of	1st.	On the several parts of the frame, when in place, and before the plating was wrought
No. <u>375</u>	Surveys held	2nd.	On the plating during the progress of rivetting
Date <u>17th Nov 1865</u>	while building	3rd.	When the beams were in and fastened, and before the decks were laid
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 or Forecastle Yes

General Remarks, This vessel has been built under special survey as per Order No. 375. She has fitted in the tween decks a stringer about 180 feet long of double angle iron 5 1/2 x 4 1/2 x 3/8 about midway between the upper and lower decks. The slack rivets pointed out by Mr Martin on his late visit here have been renewed. The two light Bower Anchors as named heron have been allowed. See Committee's letter of the 30th instant.

In what manner are the surfaces preserved from oxidation? Inside Portland Cement to upper part of bilges, & four coats of Red lead & one of blue paint
 Ditto ditto Outside Three coats of Red lead, and bottom coated with Grease

I am of opinion this Vessel should be Classed A1

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

Special£ 72 : 3 :
 X Certificate (if required)£ : : :

Committee's Minute 21st September 1866

Character assigned A1

H. J. Boulders
Robert Luce

Lloyd's Register Foundation