

# IRON SHIPS.

No. 5285 Survey held at Greenock Date 21<sup>st</sup> August 1867  
 on the Three Masted Square rigged Schooner "Jasper" Master McNeill  
 Tonnage under tonnage deck 268.40 Built at Greenock When built 1867 Launched 17 August 1867  
 Ditto of poop or spar-deck By whom built Robertson & Co. Owners McArthur Brothers  
 Ditto of engine room Total Register tonnage  
 Gross Tonnage 268.40 Port belonging to Glasgow Destined Voyage Glasgow to Liverpool  
 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.	N <sup>o</sup> . of Decks	Inches. In Ship.	16ths. In Ship.	Inches. required per Rule.	16ths. required per Rule.
(Dimensions of Ship per Register, length <u>129<sup>7</sup>/<sub>10</sub></u> breadth <u>24<sup>5</sup>/<sub>10</sub></u> depth <u>13<sup>8</sup>/<sub>10</sub></u> )	<u>129<sup>7</sup>/<sub>10</sub></u>	<u>24<sup>5</sup>/<sub>10</sub></u>	<u>24<sup>5</sup>/<sub>10</sub></u>	<u>14</u>	<u>14</u>			<u>One</u>				
Keel, if bar iron, depth and thickness.....		Inches in Ship. <u>6<sup>1</sup>/<sub>2</sub> x 2</u>		Inches required per Rule. for <u>2000</u> tons Scale. <u>6<sup>1</sup>/<sub>2</sub> x 2</u>		Plates in Garboard Strakes, breadth and thickness .....			<u>30</u>	<u>76</u>	<u>24</u>	<u>76</u>
„ if plate iron, breadth and thickness ....		<u>6<sup>1</sup>/<sub>2</sub> x 2</u>		<u>6<sup>1</sup>/<sub>2</sub> x 2</u>		Ditto from Garboard to upper part of Bilges..				<u>86</u>		<u>86</u>
Stem, if bar iron, moulding and thickness ....		<u>6<sup>1</sup>/<sub>2</sub> x 2</u>		<u>6<sup>1</sup>/<sub>2</sub> x 2</u>		„ from upper part of Bilge to a perpendicular height from upper side of Keel of <u>3</u> ths the entire depth of Hold .....				<u>76</u>		<u>76</u>
„ if plate iron, breadth and thickness ....		<u>6<sup>1</sup>/<sub>2</sub> x 2</u>		<u>6<sup>1</sup>/<sub>2</sub> x 2</u>		„ from <u>3</u> ths depth of Hold to lower edge of Sheerstrake .....				<u>66</u>		<u>66</u>
Stern-post, if bar iron, moulding and thickness		<u>6<sup>1</sup>/<sub>2</sub> x 2</u>		<u>6<sup>1</sup>/<sub>2</sub> x 2</u>		„ Sheerstrake, breadth and thickness ....			<u>34</u>	<u>86</u>	<u>24</u>	<u>86</u>
„ „ if plate iron, breadth and thickness						Butt Straps to outside plating, breadth and thickness .....			<u>10</u>	<u>76</u>	<u>76</u>	<u>76</u>
Distance of Frames from moulding edge to moulding edge, all fore and aft .....		<u>21</u>		<u>21</u>		Gunwale Plate or Stringer on ends of Upper Deck Beams, breadth and thickness			<u>24</u>	<u>66</u>	<u>18<sup>7</sup>/<sub>10</sub></u>	<u>66</u>
Frames, Size of Angle Iron, single or double ..		<u>3</u>	<u>3</u>	<u>66</u>	<u>3</u>	Angle Iron on ditto .....			<u>3<sup>1</sup>/<sub>2</sub> x 3</u>	<u>66</u>	<u>3 x 3</u>	<u>66</u>
„ „ Reversed Iron, <u>to every frame</u> and on every alternate frame <u>to every frame</u>		<u>2<sup>1</sup>/<sub>2</sub></u>	<u>2<sup>1</sup>/<sub>2</sub></u>	<u>56</u>	<u>2<sup>1</sup>/<sub>2</sub></u>	Stringer or Tie Plates fore and aft, on Upper Deck Beams, outside Hatchways ..			<u>9</u>	<u>66</u>	<u>9</u>	<u>66</u>
Floors, depth and thickness of Floor Plate at mid line .....		<u>16</u>		<u>66</u>	<u>16</u>	Diagonal Tie Plates on ditto .....			<u>9</u>	<u>66</u>	<u>9</u>	<u>66</u>
„ Ditto ditto at Bilge Keelson				<u>66</u>		Planksheer, materials and scantlings .....						
„ Size of Reversed Angle Iron, and No. <u>single</u> at top of Floor Plate		<u>2<sup>1</sup>/<sub>2</sub></u>	<u>2<sup>1</sup>/<sub>2</sub></u>	<u>56</u>	<u>2<sup>1</sup>/<sub>2</sub></u>	Waterway ditto ditto <u>from bottom</u>						
Beams, Deck (N <sup>o</sup> . <u>double</u> Angle Iron, Plate, Tee, or Bulb Iron .....		<u>6</u>		<u>66</u>	<u>6</u>	Flat of Upper Deck, thickness and material ..			<u>3<sup>1</sup>/<sub>2</sub></u>		<u>2<sup>1</sup>/<sub>2</sub></u>	
„ „ double or single Angle Iron, on upper edge .....		<u>2<sup>1</sup>/<sub>2</sub></u>	<u>2<sup>1</sup>/<sub>2</sub></u>	<u>56</u>	<u>2<sup>1</sup>/<sub>2</sub></u>	„ „ how fastened to Beams <u>by plates</u>						
„ „ average space between .....		<u>3 feet 6 inches</u>		<u>3 feet 6 inches</u>		Ceiling betwixt Decks and in Hold, thickness and material ..			<u>2<sup>1</sup>/<sub>2</sub></u>		<u>2<sup>1</sup>/<sub>2</sub></u>	
„ Hold, or Lower Deck (N <sup>o</sup> . <u>double</u> Angle, Tee, Plate, or Bulb Iron)		<u>6<sup>1</sup>/<sub>2</sub></u>		<u>76</u>	<u>6</u>	Clamps or Spirketting ditto .....			<u>2<sup>1</sup>/<sub>2</sub></u>			
„ „ double or single Angle Iron, on upper edge .....		<u>2<sup>1</sup>/<sub>2</sub></u>	<u>2<sup>1</sup>/<sub>2</sub></u>	<u>56</u>	<u>2<sup>1</sup>/<sub>2</sub></u>	Stringer Plates on ends of Hold or Lower Deck Beams, breadth and thickness			<u>15</u>	<u>66</u>	<u>13<sup>5</sup>/<sub>10</sub></u>	<u>66</u>
„ „ average space between .....		<u>3 feet 6 inches</u>		<u>3 feet 6 inches</u>		Stringer or Tie Plates fore and aft outside Hatchways, on Hold or Lower Deck Beams .....			<u>3<sup>1</sup>/<sub>2</sub> x 3</u>	<u>66</u>	<u>3 x 3</u>	<u>66</u>
„ Paddle, sided and moulded, thickness of Plate <u>size of Angle Iron</u>						Stringers in Hold <u>Double Angle Iron</u>			<u>3<sup>1</sup>/<sub>2</sub> x 3</u>	<u>66</u>	<u>3 x 3</u>	<u>66</u>
„ Engine „ „ „ „ „						Flat of Lower Deck, thickness and material ..			<u>4<sup>1</sup>/<sub>2</sub></u>		<u>3<sup>1</sup>/<sub>2</sub></u>	
Keelson, single or double plate, box, or intercostal		<u>19<sup>1</sup>/<sub>2</sub></u>		<u>66</u>	<u>19</u>	Main piece of Rudder, diameter at head ....			<u>3</u>		<u>2</u>	
„ Size of Plates .....						„ „ „ „ at heel ....						
„ Size of Angle Irons <u>with iron</u>		<u>3<sup>1</sup>/<sub>2</sub></u>	<u>3</u>	<u>66</u>	<u>3</u>	(Can the Rudder be unshipped afloat <u>Yes</u> )						
„ Side, single or double, plate, box, or intercostal		<u>6</u>		<u>66</u>	<u>6</u>	Bulkheads, N <sup>o</sup> . <u>Three</u> Thickness of			<u>46</u>		<u>46</u>	
„ Bilge (N <sup>o</sup> . <u>single</u> or double, plate, or box <u>angle iron</u> )		<u>3<sup>1</sup>/<sub>2</sub></u>	<u>3</u>	<u>76</u>	<u>3</u>	„ Height up <u>to upper deck</u>						

Transoms, material Iron or, if none, in what manner compensated for.  
 Knight-heads, and Hawse Timbers Iron  
 The Frames extend in one length from Keel to Gunwales rivetted through plates with (3/<sub>4</sub> in.) rivets, about (6 inches) apart.  
 The reverse angle irons on the floors extend in one length across the middle line from lower deck to gunwale alternately, „ „ and on the frames „ „ „ from „ to „

Keelson, how are the various lengths of plates or angle irons connected? By plate and angle iron butt straps  
 Plates, Garboard, double or rivetted to keel, double or at upper edge, with rivets (1<sup>1</sup>/<sub>4</sub> ins.) diameter, averaging (4<sup>1</sup>/<sub>2</sub> ins.) apart.  
 „ Edges from Garboards to upper part of bilge, worked clencher, double or single rivetted; with rivets (3/<sub>4</sub> in.) diameter, averaging (3 ins.) apart.  
 „ Butts from Keel to turn of bilge, worked carvel with butt straps (7/<sub>16 + 8/<sub>16) thick, double or single rivetted; with rivets (3/<sub>4</sub> in.) diameter, averaging (3 ins.) apart.  
 Do the butt straps lap over and rivet through the lands of the strake below? Yes  
 „ Edges from bilge to sheerstrake, worked carvel with a lining piece ( ) thick, or clencher, double or single rivetted; with rivets (3/<sub>4</sub> in.) diameter, averaging (3 in.) apart.  
 Do the butt straps lap over and rivet through the lands of the strake below? Yes  
 „ Edges of Sheerstrake, double or single rivetted? At upper edge Single At angle iron double At lower edge Double  
 „ Butts from bilge to planksheers, worked carvel with butt straps (7/<sub>16</sub>, 4/<sub>16</sub>, 8/<sub>16</sub>) thick, double or single rivetted; with rivets (3/<sub>4</sub> in.) diameter, averaging (3 ins.) apart. Breadth of laps in double rivetting (4<sup>1</sup>/<sub>2</sub> ins.) Breadth of laps in single rivetting (2<sup>1</sup>/<sub>2</sub> ins.)</sub></sub>

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? Beam ends turned down  
 Hold or Lower Deck ditto Beam ends turned down

Paddle „ „ No. of breasthooks Three crutches Three  
 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 Mossend Iron Co. & Consol. Iron Co.

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

Builder's Signature Robertson & Co. Surveyor's Signature Wm. J. L. L.

IRON 44-0236



5774 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? 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, 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.)

No.	She has SAILS.	Tested at "Lloyd's" Northampton Proving House, Mr. K. Reade				Tested at "Lloyd's" Northampton Proving House, Mr. K. Reade			
		CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	No.
	Fore Sails,	Chain 3239: 16/7/1867.	210	1 1/2	22.15.0.0	210 - 1 1/2	22.15.0.0	2430.13.0.16/7/1867	1
	Fore Top Sails,							2431.13.0.16/7/1867	1
	Fore Topmast Stay Sails	Hempen Stream Cable	90	7				2432.13.0.16/7/1867	1
	Main Sails,	Hawser	90	6				Stream	1
	Main Top Sails,	Towlines	90	4				Kedges	1
	and Spare Sails	Warp							
		All of <u>Good</u> quality.							
	Her Standing and Running Rigging	<u>Hemp</u>							
	She has	<u>one Life Long Boat and Jolly Boat</u>							
	The present state of the Windlass is	<u>Good</u>							
		<u>one Capstan</u>							
		<u>and Rudder</u>							
		<u>Good with patent Pumps</u>							
		<u>Iron main lead + two bulge lead</u>							
		<u>Good</u>							

Order for Special Survey No. 415 DATES of Surveys held 1st. On the several parts of the frame, when in place, and before the plating was wrought

Date 29<sup>th</sup> March 1867 while building 2nd. On the plating during the progress of rivetting

Order for Ordinary Survey No. \_\_\_\_\_ as per 3rd. When the beams were in and fastened, and before the decks were laid

Date \_\_\_\_\_ Section 18. 4th. When the ship was complete, and before the plating was finally coated

5th. After the ship was launched

State if she has a Spar Deck \_\_\_\_\_ Poop \_\_\_\_\_ or Forecastle \_\_\_\_\_

**General Remarks,** This vessel has been built under Special Survey as per Order No. 415. Is rigged as a three masted Schooner. Has a sunk Cabin, and Forecastle for crew; with a house on deck for Boilers for Steam Winches and Gallery. Is fitted with stringers and beams in way of Hold beams as per sketch herewith submitted

In what manner are the surfaces preserved from oxidation? Inside Portland Cement between floors to upper part of bilges above three coats of Red lead paint

Ditto ditto Outside Three coats of Red lead paint, and black paint on topsides

I am of opinion this Vessel should be Classed A1

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

Special .....£ 13 : 8 : "

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

Committee's Minute 27<sup>th</sup> September 1867

Character assigned A1

Joseph Tucker  
I am of opinion this 3 masted  
Sailing Schooner, registered, is  
eligible for Classification  
as recommended above  
20/9/67