

IRON SHIPS.

1908 Survey held at Belfast

Date 5th March

1848

Rec: 12/3/68

New Barque "Broughton"

Master Anders Lundberg

under tonnage deck 584. 640

poop 2nd ^{hull} deck or spar deck 18. 01

engine room _____
 register tonnage 540 80

Register Tonnage 379.80
Tonnage

Built at Belfast

When built 1868

Launched 75th January

By whom built Harland & Wolff

Owners Ismay & others

Port belonging to Liverpool

Destined Voyage San Francisco via Glasgow

Surveyed while Building, Afloat, or in Dry Dock *Specially Surveyed while Building*

	Feet.	Inches.		Feet.	Inches.		Feet.	Inches.		Horse.		
Length aloft	142	-	Extreme Breadth	29	10	Depth from top of Upper Deck Beam to top of Floor	18	5 1/2	Power of Engines	-	N ^o . of Decks	One

[illegible]

Transoms, material Iron or, if none, in what manner compensated for.

Frames extend in one length from

reverse angle irons on the floors extend in one length across the middle line from $2\frac{1}{2}$ to $4\frac{1}{2}$ feet on each side alternately to hold beam

" " " on the frames " " " from Q¹ to Q²

Also, how are the various lengths of plates or angle irons connected? With butt straps

Edges from Garboards to upper part of bilge, worked ^{out in alternately} double or single rivetted; with rivets ($\frac{3}{4}$ in.) diameter, averaging ($2\frac{1}{2}$ ins.) apart.

Plating from Keel to turn of bilge, worked carvel with butt straps ($\frac{11}{16} \times \frac{10}{16}$) thick, double or single rivetted; with rivets ($\frac{7}{8}$ in.) diameter

Do the butt straps lap over and rivet through the lands of the strake below *Alternately*

Do the butt straps lap over and rivet through the lands of the strake below? Alternately


Sheerstrake, double or single rivetted? At upper edge Double At lower edge Double

as from bilge to planksheers, worked carvel with butt straps ($9 \cdot 84 \frac{11}{16}$) thick, double ~~or~~ single rivetted; with rivets ($\frac{3}{4}$ in.) diameter

of Keelsons, Stringer and Tie Plates, double or single rivetted? *filled in with Portland Cement*

how secured to the plating of the sides

Explain by sketch



* G. I. Seal

ams, how secured to the side? *Knee plates welded and rivetted to frames*

1 or Lower Deck ditto The same as above

What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c. *Plates made by the Head Ho*

Manufacturer's name or trade mark *Angle iron made by Messrs. Lyle & Co. Glasgow*

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

Driver's Signature: *W. H. Russell* Passenger's Signature: *Ed. L. ...*

Surveyor's Signature *Wardens & Surveyor* Surveyor's Signature *Wardens & Surveyor*

6079

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? Filled in solid

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. For Head & Co. Middlesbrough.

Masts & Bowsprit Fore & Main Masts. Bowsprit, & lower Yards are made of Iron. Mast plates $3/8$ thick for about 54 feet and from thence to head $5/16$. Three angle irons in each $3 \times 2 \frac{1}{2} \times 7/16$ entire length. Bowsprit plate $3/8$ thick. Three angle irons same as above. Fore and Main lower Yards plates $4/16$ thick for 30 feet and from thence to the ends $3/16$. Three angle irons $2 \frac{1}{2} \times 2 \frac{1}{2} \times 4/16$ each $33 \times 39 \times 44$ feet long. Also three doubling plate 11 feet long $7/8 \times 7/16$ at stings.

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

ANCHORS, tested at Lloyd's Tipton Proving House

N ^o .		No. on Chain seen by me.	No. and date on Certificate	Fathoms.	Inches.	Tested to. Tons.	N ^o .	No. on Anchor seen by me.	No. and date on Certificate	Weight. Ex. stock.	Tested to. Tons.
	Fore Sails,	Chain	3759	270	1 $\frac{1}{16}$	39.1.273					
	Fore Top Sails,	Hemp Chain	1867	90	13/16						
	Fore Topmast Stay Sails,	Stream Cable		90	9						
	Main Sails,	Hawser		90	4						
	Main Top Sails,	Towlines		90	5						
		Warp		90	4						
		All of									
		quality.									

Her Standing and Running Rigging Found to be sufficient in size and Good in quality.

She has Two 24 feet Long Boat and Two others

The present state of the Windlass is Good Capstan Good and Rudder Good Pumps 2 Cast-Iron good

Order for Special Survey **DATES** of
No. 37 Surveys held
Date 15 March 1867 while building
Order for Ordinary Survey as per
No. _____
Date _____ Section 18.

1st. On the several parts of the frame, when in place, and before the plating was wrought April - 1867
2nd. On the plating during the progress of rivetting July
3rd. When the beams were in and fastened, and before the decks were laid April
4th. When the ship was complete, and before the plating was finally coated October
5th. After the ship was launched March 5th 1868

State if she has a Spar Deck Raised Quarter Deck & a low Forecastle

General Remarks

Sheerstrake $1 \frac{1}{2}$ thick for about 70 feet on each side, Ridge keelsons bulbion $7 \times$ rivetted between two bars of angle iron $4 \times 3 \frac{1}{2} \times 7/16$ for 100 feet on each side amidships an Intercostal keelson fitted about midway between the middle line keelson and bilge keelson plates $5/16 \times 5/16$ rivetted between two bars of angle iron $4 \times 3 \frac{1}{2} \times 7/16$ an angle irons rivetted back to back to the ends of vessel.

In what manner are the surfaces preserved from oxidation? Inside

Ditto

ditto

Outside

The flat of floor to round the turn of bilge all fore & aft is Portland Cemented, above this is coated three times with mixture of Red & White lead Paint
Three coats of Red & White lead mixed, after each & Copalides Brown painted in dry dock & bottoms coated with Swallow's compound also coated with Gallow to 14 feet

I am of opinion this Vessel should be Classed A1

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

Special £ 29 : 4 : 6

Certificate (if required) £ : :

Committee's Minute 13 March 1868

Character assigned A & C

This Sailing Barge built of box appears to be perfectly fit for service as recommended, 12/3/68

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