

# IRON SHIPS.

No. 5474 Survey held at Port Glasgow

Date 14<sup>th</sup> October

1868

on the Ship

"Wanhoe"

Master Frankie Pratt

Tonnage under tonnage deck 1308.88

Built at Port Glasgow

When built 1868

Launched 5<sup>th</sup> Oct 1868

Ditto of poop on spar deck 72.92

Ditto of engine room house on deck 40.98

Total Register tonnage 1438.28

Gross Tonnage Marked on beam 1382.65

By whom built John Reid & Co.

Owners Williamson, Milligan & Co.

Port belonging to Liverpool

Destined Voyage Schuyler to Liverpool & Halifax

If Surveyed while Building, Afloat, or in Dry Dock While Building

Feet.	Inches.	Feet.	Inches.	Depth from top of Upper Deck Beam to top of Floor	Feet.	Inches.	Power of Engines	Horse.	No. of Decks
Length aloft <u>228<sup>7</sup>/<sub>8</sub></u>		Extreme Breadth <u>37<sup>7</sup>/<sub>8</sub></u>			<u>23<sup>7</sup>/<sub>8</sub></u>				<u>Two</u>
(Dimensions of Ship per Register, length <u>235<sup>3</sup>/<sub>8</sub></u> breadth <u>37<sup>7</sup>/<sub>8</sub></u> depth <u>23<sup>7</sup>/<sub>8</sub></u> )									
Keel, if bar iron, depth and thickness.....	Inches in Ship.		Inches required per Rule, for tons Scale.						
Keel, if plate iron, breadth and thickness ....	9 x 3		9 x 3						
Stem, if bar iron, moulding and thickness ....	9 x 3		9 x 3						
Stem, if plate iron, breadth and thickness ....	9 x 3		9 x 3						
Stern-post, if bar iron, moulding and thickness	9 x 3		9 x 3						
Distance of Frames from moulding edge to moulding edge, all fore and aft .....	24		24						
Frames, Size of Angle Iron, single or double	5 3 <sup>1</sup> / <sub>2</sub>		5 3 <sup>1</sup> / <sub>2</sub>						
Reversed Iron, to every frame, and on every alternate frame	3 1/2		3 1/2						
Floors, depth and thickness of Floor Plate at mid line .....	25 1/2		25 1/2						
Ditto ditto at Bilge Keelson	20		20						
Size of Reversed Angle Iron, and No. Single at top of Floor Plate	3 1/2		3 1/2						
Beams, Deck (No. ) double Angle Iron, Plate, Tee, or Bulb Iron .....	9 x 5 1/2		9						
double or single Angle Iron, on edge.....	4 feet		4 feet						
average space between .....	4 feet		4 feet						
Hold, or Lower Deck (No. ) double Angle, Tee, Plate, or Bulb Iron	9 x 5 1/2		9						
double or single Angle Iron, on edge.....	4 feet		4 feet						
average space between .....	4 feet		4 feet						
Paddle, sided and moulded, thickness of Plate size of Angle Iron	16 3/4		16 3/4						
Engine .....	16 3/4		16 3/4						
Keelson, single or double plate, box, or intercostal	5 1/2		5 1/2						
Size of Plates .....	5 1/2		5 1/2						
Size of Angle Irons .....	5 1/2		5 1/2						
Side, single or double plate, box, or intercostal	5 1/2		5 1/2						
Bilge (No. Two ) at each Bilge, single, or double, plate, or box	5 1/2		5 1/2						
Transoms, material <u>Iron</u> or, if none, in what manner compensated for.									
Knight-heads, and Hawse Timbers <u>Iron</u>									
The Frames extend in one length from <u>Keel</u> to <u>Gunnwale</u>									
The reverse angle irons on the floors extend in one length across the middle line from <u>to above lower deck</u> to <u>Gunnwale</u> alternately									
Keelson, how are the various lengths of plates or angle irons connected? <u>By plate and angle iron butt straps</u>									
Plates, Garboard, double or rivetted to keel, double or at upper edge, with rivets ( <u>1 1/2</u> ins.) diameter, averaging ( <u>4 1/2</u> ins.) apart.									
Edges from Garboards to upper part of bilge, worked clenchier, double or single rivetted; with rivets ( <u>7</u> / <sub>8</sub> in.) diameter, averaging ( <u>3 1/2</u> ins.) apart.									
Butts from Keel to turn of bilge, worked carvel with butt straps ( <u>1/8</u> x <u>13</u> / <sub>16</sub> ) thick, double or single rivetted; with rivets ( <u>7</u> / <sub>8</sub> in.) diameter, averaging ( <u>3 1/2</u> ins.) apart.									
Edges from bilge to sheerstrake, worked carvel with a lining piece ( ) thick, or clenchier, double or single rivetted; with rivets ( <u>7</u> / <sub>8</sub> in.) diameter, averaging ( <u>3 1/2</u> in.) apart.									
Edges of Sheerstrake, double or single rivetted? At upper edge <u>Single</u> At lower edge <u>Double</u>									
Butts from bilge to planksheers, worked carvel with butt straps ( <u>1/8</u> x <u>13</u> / <sub>16</sub> ) thick, double or single rivetted; with rivets ( <u>7</u> / <sub>8</sub> in.) diameter, averaging ( <u>3 1/2</u> ins.) apart. Breadth of laps in double rivetting ( <u>5 inches</u> ) 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? <u>Beam ends turned down</u>									
Hold or Lower Deck ditto <u>Beam ends turned down</u>									
Paddle , ,									
No. of breasthooks <u>Five</u> crutches <u>Five</u>									
What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.? <u>Consolidated Iron</u>									
Manufacturer's name or trade mark <u>Mosser &amp; Son Co., Consol Iron Co.</u>									
We certify that the above is a correct description of the several particulars therein given.									
Builder's Signature <u>John Reid &amp; Co. per Alexander</u> Surveyor's Signature <u>Joseph</u>									

IRON 443-0100



6633 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, on 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. Wrought Iron - Angle Irons - Consols Iron &c. - Plates)

Masts &c.	Thickness of plates.	Rivetting of butts.	Rivetting of edges.	Angle Irons.	No.	Diameters
Fore Mast	86	Treble	Double	5x3 1/2 x 96	2	30 inches
Main Mast	86	"	"	5x3 1/2 x 96	2	30 "
Mizen Mast	86	"	"	5x3 1/2 x 96	2	27 "
Bowsprit	86	"	"	5x3 1/2 x 96	4	28 "

Tested at Chester Public Proving Machine, Saltney, near Chester, S. Bonnier. Tested at Chester Public Proving Machine, Saltney, near Rudge, S. Bonnier.

No.	She has SAILS.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	No.	Weight. Ex. Stock.	Test as per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
		820.7862.6. 22/6/1868	150	1 1/8	59.2.0.0	1 1/4	59.2.0.0	1314.378.3. 22/6/1868	1	32.1.12	30.8.0.0	32.0.0.0	30.2.0.0
	Fore Sails,	Chain						Bowers					
	Fore Top Sails,	821.7863.6. 22/6/1868	150	1 1/8	59.2.0.0	1 1/4	59.2.0.0	1816.374.3. 22/6/1868	1	32.0.6	30.4.0.0	32.0.0.0	30.2.0.0
	Fore Topmast Stay Sails	Chain Cable & Anchor Testing Machines. Chester. John Richards. 6278.4. 20/6/1868	90	1	18.0.0.0			1426.15.8. 19/9/1868	1	27.2.2	26.16.0.0	27.0.23	26.10.0.0
	Main Sails,	Hempen Stream Cable						Public Chain & Anchor Testing Machines. Chester. Wm. Dickson					
	Main Top Sails,	Hawser	90	1 1/8		10		42.9168.25/6/1868	1	11.0.4	13.0.0.0	13.0.0.0	
		Towlines	90	10		9 1/2		Stream					
		Warp	90	6		6		4E.9222.25/6/1868	1	6.2.5	7.15.0.0	6.2.0	
		All of <u>Good</u> quality.						Kedges					
								4E.8788.25/6/1868	1	3.1.5	5.5.0.0	3.1.0	

and riding is Wire

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

She has Two Life Boats Long Boat and Reg & Jolly Boat

The present state of the Windlass is Good Two Capstans Good and Rudder Good with patent steering gear Pumps Two from Wilson's patent & Good Two lead (Stem & Bulge) Good

Order for Special Survey No. 459 DATES of Surveys held while building as per Section 18.

1st. On the several parts of the frame, when in place, and before the plating was wrought Special Surveyed while building from May to October 1868 in all 23 visits

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

State if she has a Spar Deck No Poop Yes or Forecastle Yes

**General Remarks,** This vessel has been built under Special Survey as per Order No. 459: has a full poop and forecastle, with a house on deck for part of crew

In what manner are the surfaces preserved from oxidation? Inside Portland Cement between floor's trusses part of bilges, & above them coated Red lead paint

Ditto ditto Outside Three Coats Red lead paint, Black paint on topsides. McAlmest's patent composition on bottom

I am of opinion this Vessel should be Classed A1

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

Special .....£ 69 : 3 : "

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

Committee's Minute 24<sup>th</sup> October 18 68

Character assigned A1

Joseph. Lucken  
This ship appears to be built  
in my report to Committee of vessels  
seen building in the Greenock Dock  
I am of opinion she is eligible for  
classification as recommended above  
Oct 20/68

X Messrs Williamson, Milligan, & Co. Ship Owners, Liverpool.