

# 6633 IRON SHIPS.

Recd 26/10/68  
1868

No. 5474 Survey held at Port Glasgow Date 14<sup>th</sup> October  
 on the Ship "Manhoe" Master Frankie Potts  
 Tonnage under tonnage deck 1308.88 Built at Port Glasgow When built 1868 Launched 5<sup>th</sup> Oct 1868  
 Ditto of poop 72.92 Ditto of fore-castle 40.98 By whom built John Reid & Co. Owners Williamson, Milligan & Co.  
 Ditto of engine room 15.50 House on deck 15.50 Port belonging to Liverpool Destined Voyage to Liverpool & Halifax  
 Total Register tonnage 1438.28 Port belonging to Liverpool Destined Voyage to Liverpool & Halifax  
 Deduct tonnage of reserved space 53.65  
 Gross Tonnage 1384.63  
 If Surveyed while Building, Afloat, or in Dry Dock While Building

Length aloft	Extreme Breadth	Depth from top of Upper Deck Beam to top of Floor	Power of Engines	Horse.	N <sup>o</sup> . of Decks
228 <sup>7</sup> / <sub>16</sub>	37 <sup>7</sup> / <sub>16</sub>	23 <sup>7</sup> / <sub>16</sub>			Two
<i>(Dimensions of Ship per Register, length 235 <sup>7</sup>/<sub>16</sub> breadth 37 <sup>7</sup>/<sub>16</sub> depth 23 <sup>7</sup>/<sub>16</sub>)</i>					
Keel, <u>if</u> bar iron, depth and thickness	<u>9 x 3</u>	<u>9 x 3</u>			
Stem, <u>if</u> bar iron, moulding and thickness	<u>9 x 3</u>	<u>9 x 3</u>			
Stern-post, <u>if</u> bar iron, moulding and thickness	<u>9 x 3</u>	<u>9 x 3</u>			
Distance of Frames from moulding edge to moulding edge, all fore and aft	<u>2 1/4</u>	<u>2 1/4</u>			
Frames, Size of Angle Iron, single or double	<u>5 3/2</u>	<u>5 3/2</u>			
Reversed Iron, <u>to every frame</u>	<u>3 1/2</u>	<u>3 1/2</u>			
Floors, depth and thickness of Floor Plate at mid line	<u>25 1/2</u>	<u>25 1/2</u>			
Stringer or Tie Plates fore and aft, on Upper Deck Beams, outside Hatchways	<u>14</u>	<u>14</u>			
Diagonal Tie Plates on ditto	<u>14</u>	<u>14</u>			
Planksheer, materials and scantlings					
Waterway ditto ditto					
Flat of Upper Deck, thickness and material					
Ceiling betwixt Decks and in Hold, thickness and material					
Clamps or Spicketing					
Stringer Plates on ends of Hold or Lower Deck Beams, breadth and thickness	<u>25</u>	<u>25</u>			
Stringer or Tie Plates fore and aft outside Hatchways, on Hold or Lower Deck Beams	<u>14</u>	<u>14</u>			
Stringers in Hold					
Flat of Lower Deck, thickness and material					
Main piece of Rudder, diameter at head	<u>6 1/2</u>	<u>6 1/2</u>			
" " " " at heel	<u>3 1/2</u>	<u>3 1/2</u>			
Bulkheads, N <sup>o</sup> One Thickness of					
Height up to upper deck					
how secured to the sides of the ship					
size of vertical angle irons					
rivetted through plates with					
The Frames extend in one length from					
The reverse angle irons on the floors					
Keelson, how are the various lengths of plates or angle irons connected?					
Plates, Garboard, double or rivetted to keel, double or at upper edge, with rivets					
Edges from Garboards to upper part of bilge, worked clencher, double or single rivetted					
Butts from Keel to turn of bilge, worked carvel with butt straps					
Edges from bilge to sheerstrake, worked carvel with a lining piece					
Edges of Sheerstrake, double or single rivetted?					
Butts from bilge to planksheers, worked carvel with butt straps					
Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted?					
Planksheer, how secured to the plating of the sides					
Waterway, how secured to the planksheer and to the Beams					
Deck Beams, how secured to the side?					
Hold or Lower Deck ditto					
Paddle					
What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.?					
Manufacturer's name or trade mark					
We certify that the above is a correct description of the several particulars therein given.					
Builder's Signature					
Surveyor's Signature					



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? Single 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. Mosses and Sons - Angle Irons  
Consolidated Iron Co. - 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 36	2	30 inches
Main Mast	86	"	"	5x3 1/2 x 36	2	30 "
Mizen Mast	76	"	"	5x3 1/2 x 36	2	27 "
Bowsprit	86	"	"	5x3 1/2 x 36	4	28 "



Tested at Chester Public Proving Machine, Saltnay, near Chester, S. Pomroy. Tested at Chester Public Proving Machine, Saltnay, near Dudley, S. Pomroy.

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	30.2.0.0
	Fore Sails,	Chain						Bowers					
	Fore Top Sails,	Chain Cable & Anchor Testing Machines. Chester. John Richards.	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	30.2.0.0
	Fore Topmast Stay Sails	829.7863.6. 22/6/1868	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 1/2		10		47.9168.25/6/1868	1	18.0.4	18.0.0.0	18.0.0	
		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					
								4B.8788.25/6/1868	1	3.1.5	5.5.0.0	3.1.0	

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 trupper part of bilges, & above them coated red lead paint  
Ditto ditto Outside Three Coats Red lead paint, Black paint on topsides. 2nd Irons 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 : " : "  
Certificate (if required) £ " : " : "

Committee's Minute 27th Oct 1868

Character assigned A1

Joseph Tucker  
This vessel appears to be built in my district to Committee of vessels seen building in the Green's Register. I am of opinion she is eligible for classification as recommended above.  
Oct 20/68

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