

# IRON SHIPS.

6724

Reg 3/12/68

No. 9476 Survey held at Sunderland Date 1<sup>st</sup> Decr 1868  
 on the Barque "Catalina" Master L. Ausuategui  
 Tonnage under tonnage deck 482.28 Built at Sunderland When built 1868 Launched 14<sup>th</sup> Nov 1868  
 Ditto of Quater deck 21.72 By whom built M<sup>rs</sup> Foxford & Co. Owners Yturriaga & Ausuategui  
 Ditto of engine room House 10.81 Port belonging to Bilbao Destined Voyage Ferrol  
 Total Register tonnage 499.67  
 Gross Tonnage 514.81  
 Deduct Crew space 15.14  
 If Surveyed while Building, Afloat, or in Dry Dock Whilst Building

Length aloft 147 Feet. Inches. Extreme Breadth 28 Feet. Inches. Depth from top of Upper Deck Beam to top of Floor 16 Feet. Inches. Power of Engines — Horse. No. of Decks One

(Dimensions of Ship per Register, length 151.1 breadth 28.1 depth 16.8)

	Inches in Ship.		Inches required per Rule.		Inches in Ship.		Inches required per Rule.	
	In Ship.	In Ship.	per Rule.	per Rule.	In Ship.	In Ship.	per Rule.	per Rule.
Keel, if bar iron, depth and thickness	7 1/8	2 1/2	6 3/4	2 1/2				
Stem, if bar iron, moulding and thickness	7	2 1/2	6 3/4	2 1/2				
Stern-post, if bar iron, moulding and thickness	7	2 1/2	6 3/4	2 1/2				
Distance of Frames from moulding edge to moulding edge, all fore and aft	21 in		21 in					
Frames, Size of Angle Iron, single or double	3 1/2	2 3/4	7	3 1/2	2 3/4	7		
Floors, depth and thickness of Floor Plate at mid line	—	19	7	—	19	7		
Beams, Deck (No. 40) double Angle Iron	—	7	7	—	7	7		
Keelson, single or double plate, box, or intercostal	—	13	10	—	12	10		

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 Gunwale rivetted through plates with (3/4 in.) rivets, about (5 1/2) apart.

The reverse angle irons on the floors extend in one length near the middle line from — to Upper turn of bilges on every frame  
 " " " on the frames " " " from — and — to Gunwale on alternate frames

Keelson, how are the various lengths of plates or angle irons connected? With butt straps  
 Plates, Garboard, double or single rivetted to keel, double or single at upper edge, with rivets (3/4 in.) diameter, averaging (3 in.) apart.

Edges from Garboards to upper part of bilge, worked clencher, double or single rivetted; with rivets (3/4 in.) diameter, averaging (3 in.) apart.  
 Butts from Keel to turn of bilge, worked carvel with butt straps (9 x 10 / 16) thick, double or single rivetted; with rivets (3/4 in.) diameter, averaging (3 in.) apart.

Edges from bilge to sheerstrake, worked carvel with a lining piece (—) thick, or clencher, double or single rivetted; with rivets (3/4 in.) diameter, averaging (3 in.) apart.  
 Edges of Sheerstrake, double or single rivetted? At upper edge single At lower edge double

Butts from bilge to planksheers, worked carvel with butt straps (7.8 x 9 / 16) thick, double or single rivetted; with rivets (3/4 in.) diameter, averaging (3 in.) apart. Breadth of laps in double rivetting (4 3/4) Breadth of laps in single rivetting (3 in.)  
 Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted? Double rivetted

Planksheer, how secured to the plating of the sides { Explain by sketch } Gutter Gunwale  
 Waterway " " planksheer and to the Beams { if necessary. }  
 Deck Beams, how secured to the side? Curved down ends, & rivetted to main frames & stringer plates

Hold or Lower Deck ditto Curved down ends, & rivetted to main frames & stringer plates  
 Paddle " " No. of breasthooks 4 crutches 4

What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c. Plating by Colclough & Vaughan  
 Manufacturer's name or trade mark Keelsons & floor plates by Stockton Malleable Iron Co., and Angles by Dyzac & Co.

We certify that the above is a correct description of the several particulars therein given.  
 Builder's Signature William Foxford Surveyor's Signature James Selwin

6724 Iron

**Workmanship.** Are the lands or laps of the clenwork 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 with single pieces  
 Do the holes for rivetting plate to frames, butt straps, or plate to plate, &c., conform well to each other? Yes very well 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 very 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.

*The fore & main lower Masts, & the bowsprit are of Iron, and the lower Yards of Steel. please see sketch attached.*

N <sup>o</sup> .	She has SAILS.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	N <sup>o</sup> .	Weight. Ex. Stock.	Test as per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
2	Fore Sails,	Chain .....	270	1 3/8	34	1 3/8	34	Bowers .....	3	16-3-0 17-1-14 14-2-0	18-0-2-14 18-10-2-14 16-1-1-0	16-5-0 16-5-0 14-1-2-7	18-0-0-0 18-0-0-0 18-4-7-0-0
2	Fore Top Sails,												
2	Fore Topmast Stay Sails	Hempen Stream Cable	80	8				Stream .....	1	7-0-7			
2	Main Sails,	Hawser <i>Iron</i> .....	75	1 3/16									
2	Main Top Sails,	Towlines .....	75	6 1/2									
		Warp .....	120	5 1/2									
	and others well found	All of <u>good</u> quality.	90	4				Kedges .....	2	3-3-14 1-3-0			

Her Standing and Running Rigging are sufficient in size and good in quality.

She has one Life Boat Long Boat and 3 others

The present state of the Windlass is good Capstan good and Rudder good Pumps good

Order for Special Survey	DATES of	1st.	2nd.	3rd.	4th.	5th.
No. <u>2196</u>	Surveys held	On the several parts of the frame, when in place, and before the plating was wrought	On the plating during the progress of rivetting	When the beams were in and fastened, and before the decks were laid	When the ship was complete, and before the plating was finally coated	After the ship was launched
Date <u>17<sup>th</sup> July 1868</u>	while building					
Order for Ordinary Survey	as per					
No. _____	Section 18.					
Date _____						

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

**General Remarks,**

*The Butt straps to the Sheer-strake plates, are 1 1/2 in wide, & treble rivetted, and the Ceiling in flat, between the main and Bilge Keelsons, is fitted in Hatches, nearly all fore & aft*

*Certificate for the tests of Chain cables & Anchor have been produced issued from the Sunderland & Wear Public Testing Houses signed by John Hartley S.M.*

In what manner are the surfaces preserved from oxidation? Inside Portland Cement to upper turn of Bilges, & Paint above  
 Ditto ditto Outside 3 Coats of Paint.

I am of opinion this Vessel should be Classed A1  
 The amount of the Fee .....£ 5 : " : " is received by me,  
 Special .....£ 24 : 19 : "  
 Certificate (if required) .....£ " : " : "

Committee's Minute 4<sup>th</sup> December 1868

Character assigned A1

*James Sibour*  
*This Barque built of Iron appears eligible for Classification as recommended above*  
 Lloyd's Register  
 Foundation