

IRON SHIPS.

No. 1925 Survey held at Belfast

Date 30th January

Rec 9/2/69 18 h9

on the new ship "Juliet"

Master W. Duquid

Tonnage under tonnage deck 1150.04

Built at Belfast

When built 18h9

Launched 1st January

Ditto of poop or spar deck 90.98

Ditto of engine room 13.82

By whom built Harland & Wolff

Owners C. J. Droning & Co

Total Register tonnage 1242.95

Gross Tonnage 1301.62

Port belonging to Liverpool

Destined Voyage Australia via Liverpool

Surveyed while Building, Afloat, or in Dry Dock Specially surveyed 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 ^o . of Decks
	216	2		35	5		22	8			3

(Dimensions of Ship per Register, length 214 breadth 34 depth 22 1/2)

	Inches in Ship.	Inches required per Rule.	Inches in Ship.	Inches required per Rule.	Inches in Ship.	Inches required per Rule.	Inches in Ship.	Inches required per Rule.	Inches in Ship.	Inches required per Rule.
Keel, N ^o bar iron, depth and thickness	8 1/2	3	9	3						
„ if plate iron, breadth and thickness	8 1/2	3	9	3						
Stem, N ^o bar iron, moulding and thickness	8 1/2	3	9	3						
„ if plate iron, breadth and thickness	8 1/2	3	9	3						
Stern-post, N ^o bar iron, moulding and thickness	8 1/2	3	9	3						
„ if plate iron, breadth and thickness	8 1/2	3	9	3						
Distance of Frames from moulding edge to moulding edge, all fore and aft	21		21							
Frames, Size of Angle Iron, single or double	5	3	9 1/2	5	3	9 1/2				
„ „ Reversed Iron, N ^o to every frame or every frame	3 1/2	3	8 1/2	3 1/2	3	8 1/2				
Floors, depth and thickness of Floor Plate at mid line	24	10 1/2	24	10 1/2						
„ Ditto ditto at Bilge Keelson	9	10 1/2								
„ Size of Reversed Angle Iron, and No. 2 at top of Floor Plate	3 1/2	3	8 1/2	3 1/2	3	8 1/2				
Beams, Deck (N ^o .) double Angle Iron, Plate, Tee, or Bulb Iron	9	9 1/2	9	9 1/2						
„ „ double or single Angle Iron, on Upper edge	3 1/2	3	7 1/2	3 1/2	3	7 1/2				
„ „ average space between	4 1/2									
„ Hold, or Lower Deck (N ^o .) double Angle, Tee, Plate, or Bulb Iron	9	9 1/2	9	9 1/2						
„ „ double or single Angle Iron on Upper edge	3 1/2	3	7 1/2	3 1/2	3	7 1/2				
„ „ average space between	4 1/2									
„ Paddle, sided and moulded, thickness of Plate size of Angle Iron										
„ Engine „ „ „ „										
Keelson, single or double plate, box, or intercostal										
„ Size of Plates										
„ Size of Angle Irons										
„ Side, single or double, plate, box, or intercostal										
„ Bilge (N ^o . 2) at each Bilge, single, or double, plate, or box										

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 (7/8 in.) rivets, about (4 in) apart

The reverse angle irons on the floors extend in one length across the middle line from 2 1/2 to 5 feet on to each side alternately to beam stringers & to

„ „ „ on the frames „ „ „ from 4 to 8

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

Plates, Garboard, double or rivetted to keel, double or at upper edge, with rivets (1/2 in.) diameter, averaging (3 1/4 in.) apart.

„ Edges from Garboards to upper part of bilge, worked clencher, double or single rivetted; with rivets (7/8 in.) diameter, averaging (2 3/4 in.) apart.

„ Butts from Keel to turn of bilge, worked carvel with butt straps (13 x 12) thick, double or single rivetted; with rivets (7/8 in.) diameter, averaging (2 3/4 in.) apart. Do the butt straps lap over and rivet through the lands of the strake below? alternately

„ Edges from bilge to sheerstrake, worked carvel with a lining piece () thick, or clencher, double or single rivetted; with rivets (7/8 in.) diameter, averaging (2 3/4 in.) apart. Do the butt straps lap over and rivet through the lands of the strake below? alternately

„ 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 (11 x 10 x 12) thick, double or single rivetted; with rivets (7/8 in.) diameter, averaging (2 3/4 in.) apart. Breadth of laps in double rivetting (5 in) Breadth of laps in single rivetting (3 in)

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? Knee plates welded & rivetted to frames

Hold or Lower Deck ditto The same as above

Paddle „ „

No. of breasthooks 5 crutches 5

What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c. Plates from Westphalia and Germania Iron Co

Manufacturer's name or trade mark Angle Iron from Hopkins & Co

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

Builder's Signature Harland & Wolff

Surveyor's Signature W. L. Linton

IRON 443-0334

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 — 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.

Lower Masts Plating 3/8
Bowsprit Plating 3/8
 Lower Masts, Bowsprit, Lower Yards, Fore & Main Lower topsail Yards are of Iron. Masts & Bowsprit plates 3/8 thick, three angle irons in each 3 1/2 x 3 1/2. The entire length of Fore & Main Lower Yard plates 5 1/2 tapering to 4 1/2 at ends. Three doubling plates at Mains 4 ft long 7 1/2 x 3 1/2. Three angle irons in each 3 1/2 x 5 1/2 about 4 1/2 ft long. Fore & Main lower topsail Yard & Crossjack Yard plates 4 1/2 thick tapering to 3 1/2 at ends. Three doubling plates 4 ft long 6 1/2 x 4 1/2. Three angle irons at above. 28 to 34 feet long. Rivetted with 2, 3 & 4 tier of Chain rivetting.

She has SAILS.		CABLES, &c., tested at <u>Chester</u>				ANCHORS, tested at <u>Chester</u>			
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.
Fore Sails,	Chain	171	979 Nov 78	150	1 1/2	54.2.00	Bowers	1	137
Fore Top Sails,	Hempen	172	980 " "	150	1 1/2	54.2.00		1	138
Fore Topmast Stay Sails,	Chain Stream Cable			90	1	18.0.00		1	136
Main Sails,	Hawser			90	12	—	Stream	1	—
Main Top Sails,	Towlines	—	—	—	—	—			484
	Warp	—	—	—	—	—	Kedges	1	—
and	All of	—	—	—	—	—			407
	quality.	—	—	—	—	—			462

Her Standing and Running Rigging — sufficient in size and — in quality.

She has 2 Masts 26 1/2 feet Long Boat and 2 others good

The present state of the Windlass is Good Capstan Good and Rudder Good Pumps Two Cast Metal Good

Order for Special Survey	DATES of	1st.	2nd.	3rd.	4th.	5th.
No. <u>35</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>10th June 1868</u>	while building	<u>August 1868</u>	<u>September "</u>	<u>August "</u>	<u>November "</u>	<u>January 1869</u>
Order for Ordinary Survey	as per					
No. <u>—</u>	Section 18.					
Date <u>—</u>						

State if she has a Spar Deck — Poop and or Forecastle —

General Remarks,

The middle line keelson of this vessel is 18 1/2 in deep amidships tapering to 13 1/2 in at ends of vessel. The built of the garboard strakes are treble rivetted with 13 1/2 in built straps for 3/4 the length of the keel. Middle line keelson and bilge keelsons are also treble rivetted.

The slight deviations from the Rules as marked in Red were not to prevent the Classification of this vessel as per letter of Secretary dated 28th September 1868 and the report of the Principal Surveyors therein contained. The vessel left this port on the 1st instant in tow bound to Liverpool with only lower masts stepped, and her equipment is intended to be completed Liverpool.

In what manner are the surfaces preserved from oxidation? Inside

Ditto

ditto

Outside

The bottom to upper turn of bilge is cemented all round and right fore & aft with Portland Cement from bilge upwards painted two coats of red & white lead paint mixed. Gun coats of red & white lead paint mixed, and one coat of red & white lead paint mixed, from 15 to 20 ft with a mixture of red & white lead. Topsides painted black.

I am of opinion this Vessel should be Classed A

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

Special £ 62 : 2 : 6

Certificate (if required) £ : : :

Committee's Minute 12th February 1869

Character assigned A



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