

# IRON SHIPS.

Rec 12/6/69

No. 21802 Survey held at Birkenhead Date 4<sup>th</sup> January to 9<sup>th</sup> June 1869  
 on the S. "Moghton Tower" Master Murray  
 Tonnage under tonnage deck 1495.37 Built at Birkenhead When built 1869 Launched 27<sup>th</sup> May/69  
 Ditto of poop or spar deck 103.60  
 Ditto of engine room Forecastle 52.09 By whom built G. R. Flower & Co Owners J. H. Semay & Co  
 Total Register tonnage Deck No 15.33 Port belonging to Liverpool Destined Voyage Melbourne  
 Gross Tonnage 1666.39 Crew space 67.80  
 Registered Tonnage 1598.59  
 Built while Building, Afloat, or in Dry Dock Special while building

Depth from top of Upper Deck Beam to top of Floor	24	Power of Engines	—	Horse.	—	N <sup>o</sup> . of Decks	2
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Dimensions of Ship per Register, length 247 breadth 40.1 depth 23.75

	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.
Plates in Garboard Strakes, breadth and thickness	36	14/16	36	14/16				
Ditto from Garboard to upper part of Bilges	13/16							
„ from upper part of Bilge to a perpendicular height from upper side of Keel of 3/4ths the entire depth of Hold	12/16							
„ from 3/4ths depth of Hold to lower edge of Sheerstrake	12/16							
„ Sheerstrake, breadth and thickness	4 1/2	12/16	36	13/16				
Butt Straps to outside plating, breadth and thickness	11 x 10/16							
Gunwale Plate or Stringer on ends of Upper Deck Beams, breadth and thickness	38	11/16	34	11/16				
Angle Iron on ditto	5 1/2	4 1/2	9/16	5 1/2	4 1/2	9/16		
Stringer or Tie Plates fore and aft, on Upper Deck Beams, outside Hatchways	14	11/16	13 1/2	11/16				
Diagonal Tie Plates on ditto	14	11/16	13 1/2	11/16				
Planksheer, materials and scantlings								
Waterway ditto ditto								
Flat of Upper Deck, thickness and material	40	4	4					
„ „ how fastened to Beams								
Ceiling betwixt Decks and in Hold, thickness and material	3 1/2							
Clamps or Spirketting ditto								
Stringer Plates on ends of Hold or Lower Deck Beams, breadth and thickness	25	11/16	25 1/2	11/16				
Stringer or Tie Plates fore and aft outside Hatchways, on Hold or Lower Deck Beams	15	11/16	15	11/16				
Stringers in Hold	5 1/2	4 1/2	9/16	5 1/2	4 1/2	9/16		
Flat of Lower Deck, thickness and material	40	3						
Main piece of Rudder, diameter at head	6 1/2		6 1/2					
„ „ „ at heel	3 1/2		3 1/2					
(Can the Rudder be unshipped afloat)								
Bulkheads, N <sup>o</sup> . 1 Thickness of								
„ Height up								
„ how secured to the sides of the ship								
„ size of vertical angle irons								

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 (6 1/2") apart.

The reverse angle irons on the floors extend in one length across the middle line from Intercoastal Keelson to Intercoastal Keelson & other floors & from Bilge Keelson to Bilge Keelson & thence to Gunwale & thence to Hold Beam Stringer

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

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

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

„ Butts from Keel to turn of bilge, worked carvel with butt straps (1 1/2") thick, double or single rivetted; with rivets (7/8 in.) diameter, averaging (3 ins.) apart. Do the butt straps lap over and rivet through the lands of the strake below? No

„ Edges from bilge to sheerstrake, worked carvel with a lining piece (1 1/2") thick, or clencher, double or single rivetted; with rivets (7/8 in.) diameter, averaging (3 in.) apart. Do the butt straps lap over and rivet through the lands of the strake below? No

„ 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 (1 1/2") thick, double or single rivetted; with rivets (7/8 in.) diameter, averaging (3 ins.) apart. Breadth of laps in double rivetting (5 1/2") Breadth of laps in single rivetting ( )

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 }  
 Waterway „ „ planksheer and to the Beams { if necessary. }

Deck Beams, how secured to the side? } By Bulb plate knees welded to Beams and rivetted to Beams  
 Hold or Lower Deck ditto }

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.? Angle Irons Biddulph & Best  
 Manufacturer's name or trade mark Plates Kinnersley's Plough Hall best Beams Buttley patent & a few of L.W.B Walker  
 We certify that the above is a correct description of the several particulars therein given.

Builder's Signature G. R. Flower Surveyor's Signature Wm. C. Davey

4114 Sm

**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 with single pieces

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? no

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.

Lower Masts of Iron in two plates 9/16 x 7/8 ahead with 4 Angle Irons 4 x 3 x 9/16. Edges single rivetted butts double rivetted with the straps outside

Bowsprit in two plates 9/16 with 4 Angle bars 5 x 3 x 9/16 also 2 half length same size. butts triple rivetted. Edges single

Top masts in two plates. flush joints. plates 9/16 with 3 Angle Irons 3 x 3 x 9/16

Lower Yards of two plates 9/16 x 7/8 with 3 1/2 x 2 1/2 x 9/16. 2 of which run the whole length the length 4 1/2 half the length. edges lapped also

Lower Tops and Stays as Lower Yards are but except the Angle Irons. one running through 1/2 half length

Upper Topmast Yards plates 9/16 x 7/8 in other esp as lower Topmast Yards

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.
								Musey & Co	Public				
2	Fore Sails,	Public machine No 149	150	1 15/16	77.15.1	300	7	Musey & Co	Public	3568	35.0.23	37.8.0	0
	Fore Top Sails,	Chair No 178	150	1 15/16	67.12.2	1 15/16	6 3/4	Bowers		3566	34.1.16	36.14.1	34
Suits	Fore Topmast Stay Sails	Hempen Stream Cable	90	1 1/16		1		Mackay	Am	3567	29.0.0	32.0.2	28.3.17
	Main Sails,	Hawser	90	2 1/2	84.6.2	10		Stream		1	13.3.18		13.2.0
	Main Top Sails,	Towlines	90	1 3/8									
		Warp	90	10 1/2		6							
	and	All of <u>Good</u> quality.						Kedges		2	6.3.1		6.3.0
											3.1.2		3.1.0

Her Standing and Running Rigging is Wire & Hemp sufficient in size and Good in quality.

She has 2 Life Boats a Long Boat and a pinnace & gig

The present state of the Windlass is Good Capstan Good and Rudder Good Pumps 2 Hand & 1 for comparison

Order for Special Survey DATES of 1st. On the several parts of the frame, when in place, and before the plating was wrought } Special

No. 497 Surveys held 2nd. On the plating during the progress of rivetting } Survey

Date 24/10/68 while building 3rd. When the beams were in and fastened, and before the decks were laid

Order for Ordinary Survey as per 4th. When the ship was complete, and before the plating was finally coated

No. \_\_\_\_\_ Section 18. 5th. After the ship was launched

Date \_\_\_\_\_

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

General Remarks, \* 15 fms of this chain tested up to 15 per cent above Admiralty Proof viz 77.15.1

She has flush plating from the 8<sup>th</sup> course from keel to the Gunwale, with the connecting strips over edges inside between frames 12" wide and double rivetted as submitted by the builder and approved by the Committee Nov 2/68 the Angle Irons of Bilge Keelson being delivered smaller than ordered a set plate 9 x 1 1/8 for 160 ft in length has been introduced affording ample compensation she has diagonal plates on the lower decks abreast each mast - & the workmanship is good -

In what manner are the surfaces preserved from oxidation? Inside Cement to upper part of Bilges & Paint below

Ditto ditto Outside Paint

I am of opinion this Vessel should be Classed A 1

The amount of the Fee ..... £ 5 : 0 : 0 is received by me, Wm C. Davy

Special ..... £ 49 : 19 : 0

Certificate (if required) ..... £ ditto

Committee's Minute Liverpool 11<sup>th</sup> June 1869

Character assigned A 1 Built under Special Survey (A 70.2) Cem

Wm C. Davy 21.10.68

LLOYD'S REGISTER



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