

7273 IRON SHIPS.

Reg 9/10/69
18 09

No. 299 Survey held at Glasgow Date 23rd June
 on the Ship "Lealand" Master Rose
 Tonnage under tonnage deck 978.13 Built at Glasgow When built 1869 Launched 1st June 1869
 Ditto of poop or spar deck 117.04
 Ditto of engine room 10.08 By whom built Cornwall & Co Owners James Saffell & Co
 Total Register tonnage 1105.25 Port of registry London Destined Voyage New Zealand
 Cross Tonnage at end beam 1115.84 Port of building Glasgow
 Surveyed while Building, Afloat, or in Dock while building and afloat

PLANS CASE

Feet.	Inches.	Feet.	Inches.	Depth from top of Upper Deck Beam to top of Floor	Feet.	Inches.	Horse.	No. of Decks	
205		35	15	20	20	5	225	Two	
(Dimensions of Ship per Register, length <u>205</u> breadth <u>35.15</u> depth <u>20.3</u>)									
iron, depth and thickness	Inches in Ship. <u>10 1/2 x 3 1/2</u>		Inches required per Rule. for 1000 tons Scale. <u>8 1/2 x 3</u>		Plates in Garboard Strakes, breadth and thickness	<u>30</u>	<u>13</u>	<u>30</u>	<u>13</u>
late iron, breadth and thickness	" " "		" " "		Ditto from Garboard to upper part of Bilges		<u>12</u>	<u>12</u>	<u>12</u>
par iron, moulding and thickness	<u>10 x 3 1/2</u>		<u>8 x 3</u>		" from upper part of Bilge to a perpendicular height from upper side of Keel of 3/4ths the entire depth of Hold		<u>11</u>	<u>11</u>	<u>11</u>
plate iron, breadth and thickness	" " "		" " "		" from 3/4ths depth of Hold to lower edge of Sheerstrake		<u>10 1/2</u>	<u>10 1/2</u>	<u>10 1/2</u>
Steel post, if bar iron, moulding and thickness	<u>7 1/2 x 3 1/2</u>		<u>8 x 3</u>		" Sheerstrake, breadth and thickness	<u>32</u>	<u>12</u>	<u>30</u>	<u>12</u>
" " if plate iron, breadth and thickness	" " "		" " "		Butt Straps to outside plating, breadth and thickness	<u>10 1/2 to 11</u>	<u>10</u>	<u>10</u>	<u>10</u>
Distance of Frames from moulding edge to moulding edge, all fore and aft	<u>21</u>		<u>21</u>		Gunwale Plate or Stringer on ends of Upper Deck Beams, breadth and thickness	<u>30</u>	<u>10</u>	<u>29 1/2</u>	<u>10 1/2</u>
Frames, Size of Angle Iron, single or double	<u>5 3</u>		<u>4 3/4 3</u>		Angle Iron on ditto	<u>5 1/2 x 4 1/2</u>	<u>9 1/2</u>	<u>5 1/2 x 4 1/2</u>	<u>9 1/2</u>
Reversed Iron, to every frame	" " "		" " "		Stringer or Tie Plates fore and aft, on Upper Deck Beams, outside Hatchways	<u>12</u>	<u>10</u>	<u>13 1/2</u>	<u>10</u>
and or every other frame	" " "		" " "		Diagonal Tie Plates on ditto	<u>12</u>	<u>10</u>	<u>13 1/2</u>	<u>10</u>
Floors, depth and thickness of Floor Plate at mid line	<u>23 1/2</u>		<u>10 23</u>		Planksheer, materials and scantlings	<u>See Bulwarks</u>			
Ditto ditto at Bilge Keelson	<u>10</u>		<u>10</u>		Waterway ditto ditto	<u>See Bulwarks</u>			
Size of Reversed Angle Iron, and No. at top of Floor Plate	<u>3 1/2 3</u>		<u>3 1/2 3</u>		Flat of Upper Deck, thickness and material	<u>Yellow Pine</u>			
Beams, Deck (No.) double Angle Iron, Plate, Tee, or Bulb Iron	<u>8 1/2</u>		<u>8 1/2</u>		" " how fastened to Beams	<u>with iron screw Bolts</u>			
" " double or single Angle Iron, on upper edge	<u>3 3</u>		<u>3 1/2 3</u>		Ceiling betwixt Decks and in Hold, thickness and material	<u>2 1/2 2 1/2 in. Elm</u>			
" " average space between centres	<u>4 2</u>		<u>4 2</u>		Clamps or Spircketting ditto	" " "			
Hold, or Lower Deck (No.) double Angle, Tee, Plate, or Bulb Iron	<u>8 1/2</u>		<u>8 1/2</u>		Stringer Plates on ends of Hold or Lower Deck Beams, breadth and thickness	<u>22 1/2</u>	<u>10</u>	<u>22</u>	<u>10</u>
" " double or single Angle Iron on upper edge	<u>3 3</u>		<u>3 1/2 3</u>		Stringer or Tie Plates fore and aft outside Hatchways, on Hold or Lower Deck Beams	<u>13</u>	<u>10</u>	<u>13 1/2</u>	<u>10</u>
" " average space between centres	<u>4 2</u>		<u>4 2</u>		Stringers in Hold	<u>5 x 4 1/2 x 9 1/2 5 x 4 1/2 x 9 1/2</u>			
Paddle, sided and moulded, thickness of Plate size of Angle Iron	" " "		" " "		Flat of Lower Deck, thickness and material	<u>3 1/2 Yellow Pine</u>			
Engine " " " " " "	" " "		" " "		Main piece of Rudder, diameter at head	<u>6</u>			
Keelson, single or double plate, box, or intercostal	" " "		" " "		" " " " at heel	<u>3 1/2</u>			
Size of Plates	<u>16</u>		<u>13 10 1/2</u>		(Can the Rudder be unshipped afloat)	<u>Yes</u>			
Size of Angle Irons	<u>5 4 1/2</u>		<u>5 4 1/2</u>		Bulkheads, No. Thickness of	<u>1 1/2 7/8</u>			
Side, single or double, plate, box, or intercostal	<u>21</u>		<u>10</u>		" Height up upper deck	" " "			
Bilge (No. at each Bilge, single, or double, plate, or box)	<u>5 4 1/2</u>		<u>5 4 1/2</u>		" how secured to the sides of the ship	<u>riveted between two frames</u>			
Transoms, material	<u>Iron</u>		" " "		" size of vertical angle irons and their distance apart	<u>3 1/2 3 1/2</u>			
Knight-heads, and Hawse Timbers	<u>Iron</u>		" " "		The Frames extend in one length from	<u>middle line to Gunwale</u>			
The Frames extend in one length from	<u>middle line to Gunwale</u>		" " "		The reverse angle irons on the floors extend in one length across the middle line	<u>from the upper part of Hold beam to Gunwale</u>			
The reverse angle irons on the floors extend in one length across the middle line	<u>from the upper part of Hold beam to Gunwale</u>		" " "		Keelson, how are the various lengths of plates or angle irons connected?	<u>properly shifted and all Butts strapped</u>			
Keelson, how are the various lengths of plates or angle irons connected?	<u>properly shifted and all Butts strapped</u>		" " "		Plates, Garboard, double or rivetted to keel, double or at upper edge, with rivets	<u>(1/2 in.) diameter, averaging 1/2 in. apart.</u>			
Plates, Garboard, double or rivetted to keel, double or at upper edge, with rivets	<u>(1/2 in.) diameter, averaging 1/2 in. apart.</u>		" " "		" Edges from Garboards to upper part of bilge, worked clencher, double or single rivetted; with rivets	<u>(1/2 in.) diameter, averaging (3/4 in.) apart.</u>			
" Edges from Garboards to upper part of bilge, worked clencher, double or single rivetted; with rivets	<u>(1/2 in.) diameter, averaging (3/4 in.) apart.</u>		" " "		" Butts from Keel to turn of bilge, worked carvel with butt straps	<u>(13/16 12/16) thick, double or single rivetted; with rivets (1/2 in.) diameter, averaging (3/4 in.) apart.</u>			
" Butts from Keel to turn of bilge, worked carvel with butt straps	<u>(13/16 12/16) thick, double or single rivetted; with rivets (1/2 in.) diameter, averaging (3/4 in.) apart.</u>		" " "		" Edges from bilge to sheerstrake, worked carvel with a lining piece () thick, or clencher, double or single rivetted; with rivets	<u>(1/2 in.) diameter, averaging (3/4 in.) apart.</u>			
" Edges from bilge to sheerstrake, worked carvel with a lining piece () thick, or clencher, double or single rivetted; with rivets	<u>(1/2 in.) diameter, averaging (3/4 in.) apart.</u>		" " "		" Edges of Sheerstrake, double or single rivetted? At upper edge	<u>single to Bulwarks</u>			
" Edges of Sheerstrake, double or single rivetted? At upper edge	<u>single to Bulwarks</u>		" " "		" Butts from bilge to planksheers, worked carvel with butt straps	<u>(7/16 12/16) thick, double or single rivetted; with rivets (1/2 in.) diameter, averaging (3/4 in.) apart.</u>			
" Butts from bilge to planksheers, worked carvel with butt straps	<u>(7/16 12/16) thick, double or single rivetted; with rivets (1/2 in.) diameter, averaging (3/4 in.) apart.</u>		" " "		Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted?	<u>Double</u>			
" Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted?	<u>Double</u>		" " "		Planksheer, how secured to the plating of the sides	<u>See Bulwarks</u>			
Planksheer, how secured to the plating of the sides	<u>See Bulwarks</u>		" " "		Waterway " " planksheer and to the Beams	<u>if necessary. Cut with iron straps.</u>			
Waterway " " planksheer and to the Beams	<u>if necessary. Cut with iron straps.</u>		" " "		Deck Beams, how secured to the side?	<u>Beam ends turned down, with welded knees</u>			
Deck Beams, how secured to the side?	<u>Beam ends turned down, with welded knees</u>		" " "		Hold or Lower Deck ditto	<u>See</u>			
Hold or Lower Deck ditto	<u>See</u>		" " "		Paddle " " " " " "	<u>See</u>			
Paddle " " " " " "	<u>See</u>		" " "		What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.?	<u>Mixed Angle Bars</u>			
What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.?	<u>Mixed Angle Bars</u>		" " "		Manufacturer's name or trade mark	<u>Plates Glasgow best</u>			
Manufacturer's name or trade mark	<u>Plates Glasgow best</u>		" " "		We certify that the above is a correct description of the several particulars therein given.	" " "			
We certify that the above is a correct description of the several particulars therein given.	" " "		" " "		Builder's Signature	<u>Charles Cornwall</u>			
Builder's Signature	<u>Charles Cornwall</u>		" " "		Surveyor's Signature	<u>J. B. Pauling</u>			
Surveyor's Signature	<u>J. B. Pauling</u>		" " "		No. of breasthooks	<u>Five</u>			
No. of breasthooks	<u>Five</u>		" " "		crutches	<u>Five</u>			
crutches	<u>Five</u>		" " "						

IRON 444-0320

Lloyd's Register
Foundation

7243 Lm

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, 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 in corners of butts

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.

A double butt of 1/2"

She has SAILS.		CABLES, &c., tested at <u>Lipton by P. Ferguson</u>				ANCHORS, tested at <u>Lipton by P. Ferguson</u>					
		No. on Chain seen by me.	No. and date on Certificate	Fathoms.	Inches.	Tested to. Tons.	No.	No. on Anchor seen by me.	No. and date on Certificate.	Weight. Ex. Stock.	
Fore Sails,	Chain	4533	4533	300	1 1/2	5570	Bowers	3	4286	4286	31.3.11
Fore Top Sails,	Hemp	4534	4534						4193	4193	30.0.6.20
Fore Topmast Stay Sails,	Stream Cable		173/1129	90	10		Stream		4162	258/09	5.0.22
Main Sails,	Hawser			120	15					4162	25.3.0.3
Main Top Sails,	Towlines			90	8					153/09	4.3.6
	Warp			90	6		Kedges	1			12.2.24
	All of <u>Good</u> quality.			90	5			2			7.2.0

Her Standing and Running Rigging Gal. Masts & Tump sufficient in size and Good in quality.
 She has one 25 feet Long Boat and two 25 feet life boats and three others.
 The present state of the Windlass is new Capstan new and Rudder new Pumps new and efficient

Order for Special Survey No. 591 Date Aug. 1969 while building
 Order for Ordinary Survey No. 5 Date 1969 as per Section 18.
 DATES of Surveys held
 1st. On the several parts of the frame, when in place, and before the plating was wrought
 2nd. On the plating during the progress of rivetting Built under special
 3rd. When the beams were in and fastened, and before the decks were laid from the 4th
 4th. When the ship was complete, and before the plating was finally coated to the 25th
 5th. After the ship was launched
 State if she has a Spar Deck No Poop Yes or Forecastle Yes

General Remarks,
 The Butts of the middle line keelson standing upon floor and the butts of the Gunwale Plate and Sheerstrake for a two thirds the ships length in midships are triple riveted. Fore main and Bowsprit of iron each of four plates 7/8" thick, with four angle bars in each 4x3x10. The lands double clencher and butts triple carvel riveted. Fore and main Yards of iron, the lower topsail Yards of each of two plates, the former 9/8" 5/8" thick, the latter 7/8" 5/8" lands single and butts triple clencher riveted.

In what manner are the surfaces preserved from oxidation? Inside Flat of bottom with Portland Cement, &c.
 Ditto ditto Outside Rich Red. Oil paints, Bottom with

I am of opinion this Vessel should be Classed A
 The amount of the Fee£ 5 : : is received by me,
 Special£ 55 : 16 :
 Certificate (if required)£ Printed

Committee's Minute 10th August 1869

Character assigned A

[Handwritten signature: R. Linton]
 This sailing certificate is not approved for class as recommended above
 Lloyd's Register
 August 1869