

IRON SHIPS.

IRON 44-0358

310

No. 3102 Survey held at Alger Date 24th August 1869
 on the Marque "Henry Sempe" Master Quenin
 Tonnage under tonnage deck 470 44 Built at Glasgow When built 1869 Launched July 19th 69
 Ditto of quarter deck 24 43 By whom built Alex. Stephen Sons Owners P. Dumont & Co
 Ditto of poop, forecabin, or other erections on upper deck 1 69
 Ditto of spar deck 495 86 Port belonging to Alger Destined Voyage Buenos Ayres
 Ditto of engine room
 Gross tonnage, less crew space 22 32 If Surveyed while Building, Afloat, or in Dry Dock Building & Afloat
 Total Register tonnage, less cut on beam 474 54

| 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. | No. of Decks |
|------------------------------------------------------------------------------------------------|---------------------------|---------|---------------------------|-------|---------------------------|---------------------------------------------------|---------------------------|---------|-----------------------------------------------------------------------------------------------------------------|--------|-------------------------|
| 148 | | | 27 | | 8 | 17 | | | | | One |
| (Dimensions of Ship per Register, length <u>155.5</u> breadth <u>27.8</u> depth <u>16.92</u>) | | | | | | | | | | | |
| Keel, if bar iron, depth and thickness | Inches in Ship. | | Inches required per Rule. | | Inches in Ship. | | Inches required per Rule. | | Plates in Garboard Strakes, breadth and thickness | | |
| Keel, if plate iron, breadth and thickness | <u>1 3/4 x 2 1/2</u> | | <u>1 3/4 x 2 1/2</u> | | <u>1 3/4 x 2 1/2</u> | | <u>1 3/4 x 2 1/2</u> | | <u>35</u> <u>10 1/16</u> <u>24</u> <u>10 1/16</u> | | |
| Stem, if bar iron, moulding and thickness | <u>1 3/4 x 2 1/2</u> | | <u>1 3/4 x 2 1/2</u> | | <u>1 3/4 x 2 1/2</u> | | <u>1 3/4 x 2 1/2</u> | | Ditto from Garboard to upper part of Bilges.. | | |
| Stem, if plate iron, breadth and thickness | <u>1 3/4 x 2 1/2</u> | | <u>1 3/4 x 2 1/2</u> | | <u>1 3/4 x 2 1/2</u> | | <u>1 3/4 x 2 1/2</u> | | <u>9 1/16</u> <u>9 1/16</u> | | |
| Stern-post, if bar iron, moulding and thickness | <u>1 3/4 x 2 1/2</u> | | <u>1 3/4 x 2 1/2</u> | | <u>1 3/4 x 2 1/2</u> | | <u>1 3/4 x 2 1/2</u> | | " from upper part of Bilge to a perpendicular height from upper side of Keel of 3/4ths the entire depth of Hold | | |
| Stern-post, if plate iron, breadth and thickness | <u>1 3/4 x 2 1/2</u> | | <u>1 3/4 x 2 1/2</u> | | <u>1 3/4 x 2 1/2</u> | | <u>1 3/4 x 2 1/2</u> | | <u>8 1/16</u> <u>8 1/16</u> | | |
| Distance of Frames from moulding edge to moulding edge, all fore and aft | <u>21</u> | | <u>21</u> | | <u>21</u> | | <u>21</u> | | " from 3/4ths depth of Hold to lower edge of Sheerstrake | | |
| Distance of Frames from moulding edge to moulding edge, all fore and aft | <u>21</u> | | <u>21</u> | | <u>21</u> | | <u>21</u> | | <u>7 1/16</u> <u>7 1/16</u> | | |
| Frames, Size of Angle Iron, single or double | Inches. In Ship. | | Inches. In Ship. | | 16ths. required per Rule. | | Inches. In Ship. | | 16ths. required per Rule. | | Inches. In Ship. |
| Frames, Size of Angle Iron, single or double | <u>3 1/2</u> <u>3</u> | | <u>3 1/2</u> <u>3</u> | | <u>4 1/16</u> | | <u>3 1/2</u> <u>2 3/4</u> | | <u>4 1/16</u> | | <u>24</u> <u>9 1/16</u> |
| " " Reversed Iron, to every frame or every frame | <u>2 3/4</u> <u>2 1/2</u> | | <u>2 3/4</u> <u>2 1/2</u> | | <u>4 1/16</u> | | <u>2 3/4</u> <u>2 1/2</u> | | <u>4 1/16</u> | | <u>24</u> <u>9 1/16</u> |
| Floors, depth and thickness of Floor Plate at mid line | <u>18 1/2</u> | | <u>18 1/2</u> | | <u>4 1/16</u> | | <u>18 1/2</u> | | <u>4 1/16</u> | | <u>24</u> <u>9 1/16</u> |
| " Ditto ditto at Bilge Keelson | <u>10</u> | | <u>10</u> | | <u>4 1/16</u> | | <u>10</u> | | <u>4 1/16</u> | | <u>24</u> <u>9 1/16</u> |
| " Size of Reversed Angle Iron, and No. 2 at top of Floor Plate | <u>2 3/4</u> <u>2 1/2</u> | | <u>2 3/4</u> <u>2 1/2</u> | | <u>4 1/16</u> | | <u>2 3/4</u> <u>2 1/2</u> | | <u>4 1/16</u> | | <u>24</u> <u>9 1/16</u> |
| Beams, Deck (No.) double Angle Iron, Plate, Tee, or Bulb Iron | <u>7</u> | | <u>7</u> | | <u>4 1/16</u> | | <u>7</u> | | <u>4 1/16</u> | | <u>24</u> <u>9 1/16</u> |
| " " double or single Angle Iron, on upper edge | <u>2 1/2</u> <u>2 1/2</u> | | <u>2 1/2</u> <u>2 1/2</u> | | <u>5 1/16</u> | | <u>2 1/2</u> <u>2 1/2</u> | | <u>5 1/16</u> | | <u>24</u> <u>9 1/16</u> |
| " " average space between | <u>42</u> | | <u>42</u> | | <u>5 1/16</u> | | <u>42</u> | | <u>5 1/16</u> | | <u>24</u> <u>9 1/16</u> |
| " Hold, or Lower Deck (No.) double Angle, Tee, Plate, or Bulb Iron | <u>7</u> | | <u>7</u> | | <u>4 1/16</u> | | <u>7</u> | | <u>4 1/16</u> | | <u>24</u> <u>9 1/16</u> |
| " " double or single Angle Iron on upper edge | <u>2 1/2</u> <u>2 1/2</u> | | <u>2 1/2</u> <u>2 1/2</u> | | <u>5 1/16</u> | | <u>2 1/2</u> <u>2 1/2</u> | | <u>5 1/16</u> | | <u>24</u> <u>9 1/16</u> |
| " " average space between | <u>42</u> | | <u>42</u> | | <u>5 1/16</u> | | <u>42</u> | | <u>5 1/16</u> | | <u>24</u> <u>9 1/16</u> |
| " Paddle, sided and moulded, thickness of Plate size of Angle Iron | <u>42</u> | | <u>42</u> | | <u>5 1/16</u> | | <u>42</u> | | <u>5 1/16</u> | | <u>24</u> <u>9 1/16</u> |
| " Engine " " " " | <u>42</u> | | <u>42</u> | | <u>5 1/16</u> | | <u>42</u> | | <u>5 1/16</u> | | <u>24</u> <u>9 1/16</u> |
| Keelson, single or double plate, box, or intercostal | <u>12 1/4</u> | | <u>12 1/4</u> | | <u>10 1/16</u> | | <u>12 1/4</u> | | <u>10 1/16</u> | | <u>24</u> <u>9 1/16</u> |
| " Size of Plates | <u>4</u> <u>3</u> | | <u>4</u> <u>3</u> | | <u>4 1/16</u> | | <u>4</u> <u>3</u> | | <u>4 1/16</u> | | <u>24</u> <u>9 1/16</u> |
| " Size of Angle Irons | <u>4</u> <u>3</u> | | <u>4</u> <u>3</u> | | <u>4 1/16</u> | | <u>4</u> <u>3</u> | | <u>4 1/16</u> | | <u>24</u> <u>9 1/16</u> |
| " Side, single or d'ble, plate, box, or intercostal | <u>4</u> <u>3</u> | | <u>4</u> <u>3</u> | | <u>4 1/16</u> | | <u>4</u> <u>3</u> | | <u>4 1/16</u> | | <u>24</u> <u>9 1/16</u> |
| " Bilge (No.) at each Bilge, single, or double, plate, or box | <u>4</u> <u>3</u> | | <u>4</u> <u>3</u> | | <u>4 1/16</u> | | <u>4</u> <u>3</u> | | <u>4 1/16</u> | | <u>24</u> <u>9 1/16</u> |

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 Gunnwale rivetted through plates with (3/4 in.) rivets, about (4 in.) apart.

The reverse angle irons on the floors extend ~~in one length~~ across the middle line from the upper part of Bilges on all the frames And to the Gunnwale on alternate frames

Keelson, how are the various lengths of plates or angle irons connected? By Lining Pieces

Plates, Garboard, double rivetted to keel, double at upper edge, with rivets (1 1/2 ins.) diameter, averaging (3 3/8 in.) apart.

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

" Butts from Keel to turn of bilge, worked carvel with butt straps (10 1/16 9 1/16) thick, double or single rivetted; with rivets (3/4 in.) diameter, averaging (2 1/2 ins.) 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 (3/4 in.) diameter, averaging (2 1/2 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 to Bulwarks At lower edge Double

" Butts from bilge to planksheers, worked carvel with butt straps (8 1/16 7 1/16 9 1/16) thick, double or single rivetted; with rivets (3/4 in.) diameter, averaging (2 1/2 ins.) apart. Breadth of laps in double rivetting (4 1/2) Breadth of laps in single rivetting (3)

Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted? Double

Planksheer, how secured to the plating of the sides

Waterway " " planksheer and to the Beams { Explain by sketch } Iron Bulwarks

Deck Beams, how secured to the side? Welded knees rivetted to frames { if necessary. } Gunter Waterway with Iron Stay

Hold or Lower Deck ditto do

Paddle " " " "

No. of breasthooks Four crutches Four

What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.? Moffend Iron

Manufacturer's name or trade mark

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

Builder's Signature Alex. Stephen Sons Surveyor's Signature Alex. Sutton



7310 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? Yes

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.

Tested by Mr. H. Reade at Newcastle 28 June & 3 July 1869 Tested by Wm Taylor at Glasgow 14 & 21 May 1869

| No. | She has SAILS. | CABLES, &c. | | | | ANCHORS, &c. | | | | |
|-----|--------------------------------------|-------------------------------------------------------------------------------|--------------|-------------------------|--------------------|---------------------|------------------|------------------|-------------------------|-----------------------|
| | | Fathoms | Inches | Test as per Certificate | In. req'd per Rule | Test req'd per Rule | No. | Weight Ex. Stock | Test as per Certificate | Weight req'd per Rule |
| | Fore Sails, | <u>57</u> | <u>3/4</u> | <u>34</u> | <u>1 3/8</u> | <u>34</u> | <u>N. 12 1/2</u> | <u>16.2.26</u> | <u>18.0.24</u> | <u>14.3.18</u> |
| | Fore Top Sails, | | | | | | <u>24</u> | | | |
| | Fore Topmast Stay Sails | <u>45</u> | <u>7/8</u> | | <u>8 1/2</u> | | | | | |
| | Main Sails, | <u>90</u> | <u>1 1/4</u> | | <u>1 1/2</u> | | <u>125</u> | <u>16.3.18</u> | <u>18.2.34</u> | <u>16.3.18</u> |
| | Main Top Sails, | <u>90</u> | <u>1 1/4</u> | | | | | <u>15.0.25</u> | <u>16.4.14</u> | <u>14.0.16</u> |
| | and | <u>90</u> | <u>5</u> | | | | | | | |
| | Her Standing and Running Rigging | <u>Galv'd Wire & Hemp</u> sufficient in size and <u>Good</u> | | | | | | | | |
| | She has | <u>One</u> Long Boat and <u>One</u> Life Boat & <u>One</u> Gig | | | | | | | | |
| | The present state of the Windlass is | <u>Good</u> Capstan <u>Good</u> and Rudder <u>Good</u> Pumps <u>Efficient</u> | | | | | | | | |

One butt & a half of each

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

No. 644 Surveys held 2nd. On the plating during the progress of rivetting built under special survey

Date July 25/69 while building 3rd. When the beams were in and fastened, and before the decks were laid from 29 April

Order for Ordinary Survey as per 4th. When the ship was complete, and before the plating was finally coated till 24th Augt 1869

No. _____ Section 18. 5th. After the ship was launched

State if she has a Spar Deck No Poop No Forecastle Monkey

General Remarks, Butts of Sheerstrake and deck stringer are treble rivetted for 40 to 40 feet on each side amidships. In lieu of Rib Plates outside hatchways on hold beams two angle bars are fitted bow to bow 3.3. 4/16 fore. Main & Mowspit are of Iron formed of 2 plates 1/16 thick Lands double & butts treble rivetted with 5/8 Rivets. Butts of Mowspit quadruple rivetted

In what manner are the surfaces preserved from oxidation? Inside Plat of bottom with Portland Cement

Ditto ditto Outside Remainder with red Lead & Oil Paint

I am of opinion this Vessel should be Classed A1

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

Special £ 23 : 15 :
Certificate (if required) £ : :

Committee's Minute 31st August 1869

Character assigned A1

Wm. Linton

I am of opinion this Vessel built of iron is fitly classified as recommended above. *Wm. Linton*

