

IRON SHIPS.

Reg 10/11/71

No. 2770 Survey held at Whitehaven Date, first Survey 22nd June Last Survey 9 November 1871

on the Three Masted Brigantine "Jasper" Master D. Nicholas

Tonnage under Tonnage Deck 201.87 ONE, OR TWO DECKED THREE DECKED VESSELS.

Built at Whitehaven

Half moulded breadth 11.0
 Depth from upper part of Keel to top of Upper Deck Beams 13.10
 Girth of Half Midship Frame 21.678

Half Moulded Breadth...
 Total Depth if three or more Decks...
 Total Girth of Half Midship Frame...
 3rd Number...
 Length...

When built 1871 Launched 28th October

By whom built Whitehaven Shipbuilding Co.

Owners G. Nelson & others

Port belonging to Whitehaven

Destined Voyage Calais

If Surveyed while Building, Afloat, or in Dry Dock

While building S.S. No. 193

Gross Tonnage 201.87

1st Number 46.478 Length 109

2nd Number 5056 4th Number

Decked Crew Space, (as per Rule) 13.6

Register Tonnage, (out on Beam) 188.27

2nd Number 5056 4th Number

Depths to Length 4.879 Breadths to Length 4.954

Register Tonnage, (as a Tonnage, out on the Beam)

Depths to Length 4.879 Breadths to Length 4.954

Length on deck as per Rule, 109 Feet. Inches. Moulded Breadth, 22 Feet. Inches. Depth from top of Keel to Deck Beam, as per Rule, 13 Feet. Inches. Power of Engines, No. of Decks, one No. of Tiers of Beams one

Dimensions of Ship per Register, length, 113.3 breadth, 22.2 depth, 12.3

	Inches in Ship.	Inches required per Rule.	Inches in Ship.	Inches required per Rule.	Inches in Ship.	Inches required per Rule.	16ths in Ship.	16ths required per Rule.
Keel, if bar iron, depth and thickness	7 x 1 5/8	6 3/4 x 1 1/4						
Do. if centre through plate, depth and thickness								
Stem, if bar iron, moulding and thickness	7 1/2 x 1 5/8	6 x 1 1/4						
Stern-post do. do. do.	6 x 1 5/8	6 x 1 1/4						
Distance of Frames from moulding edge to moulding edge, all fore and aft	21	21						
Frames, size of Angle Iron, for 2/3 length amidships	3 2 1/2	3 2 1/2	6	6				
Do. for 1/3 at each end	3 2 1/2	3 2 1/2	5	5				
Reversed Frames, size of Angle Iron	2 1/2	2 1/2	5	5				
Floors, depth and thickness of Floor Plate at mid line for half the length amidships	14 1/2	6	12 1/2	6				
Do. at the ends			5	5				
Do. do. do. at Bilge Keelson	7 1/2							
Do. height extended at the Bilges	30		25					
Beams, Three Decked, Spar, or Awning Decked (No.) single or double Angle Iron, Plate or Tee Bulb Iron								
Single or double Angle Iron on Upper edge								
Average space								
Beams, Upper or Middle Deck (No. 26) single or double Angle Iron, Plate or Tee Bulb Iron	6 1/2	6	5 1/2	5				
Single or double Angle Iron, on Upper Edge	2 1/2	2 1/2	5	2	2	4		
Average space	3 ft 6 inches		3 ft 6 inches					
Beams, Lower Deck or Orlop (No.) single or double Angle Iron, Plate or Tee Bulb Iron								
Single or double Angle Iron on Upper Edge								
Average space								
Keelson Centre line, single or double plate, box, or intercostal, size of Plates	9 1/2	8	8 1/2	7				
Do. Bulb Plate to Intercostal Keelson	7	5	6 1/2	6				
Do. Size of Angle Irons	3	3	6	3	3	6		
Do. Side Intercostal Keelson, size of Plates								
Do. Angle Irons on tops of Floors								
Do. Bilge Keelson, Bulb Iron								
Do. do. double Angle Irons	3	3	6	3	3	6		
Do. Side Stringers (No. 1 each side) size of Angle Irons	3	3	6	3	3	6		
with Bulb plate between 3/4 length amidships	6 1/2	6						
Transoms, material <u>Iron</u> or, if none, in what manner compensated for.								
Knight-heads <u>Plate Iron</u> Hawse Timbers <u>Chocks & Plate Iron</u>								
Windlass <u>Greenheart</u> Pall Bitt <u>Greenheart</u>								
The Frames extend in one length from <u>Keel</u> to <u>Gunwale</u> Riveted through plates with (<u>5/8</u> in.) Rivets, about <u>4 1/2</u> apart.								
The Reverse Angle Irons on the floors extend across the middle line <u>to upper part of bilge on every frame</u>								
On all the Frames and to								

Keelsons. Are the various lengths of Plates and Angle Irons properly connected? Yes And are their butts properly shifted? Yes

Plates, Garboard, double Riveted to Keel, double at upper edge, with Rivets (3/4 in.) diameter, averaging (3 ins.) from centre to centre.

Do. Edges from Garboards to upper part of Bilge, worked Clencher, double or single Riveted; with Rivets (5/8 in.) diameter, averaging (3 ins.) from centre to centre.

Do. Butts from Keel to turn of Bilge, worked carvel with butt straps (8 1/4) thick, double or single Riveted; with Rivets (3/4 in.) diameter averaging (3 ins.) from centre to centre. Do the Butt Straps lay over and Rivet through the lands of the strakes above or below? on alternate strakes

Do. Edges of Sheerstrake, double & single Riveted. At upper edge single At lower edge double, 3/4 rivets

Do. Butts from Bilge to Planksheers, worked Carvel with Butt Straps (8 1/2) thick, double or single Riveted; with Rivets (3/4 in.) diameter, averaging (3 ins.) from centre to centre. Breadth of laps in double Riveting (4 to 5) Breadth of laps in single Riveting (2 1/2)

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? all double riveted

Planksheer, how secured to the plating of the sides, { Explain by Sketch, } Gutter Waterway

Waterway ,, ,, planksheer and to the Beams, { if necessary. } Stringers & Keelsons Connected

Beams of the various Decks, how secured to the sides? Welded bracket knees riveted to No. of Breasthooks, Crutches, at ends.

What description of Iron is used for the Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? The beams, frames and the angle irons for the keelsons and stringers from the Stockton Malleable Iron Co. and a few plates from the West Cumberland Steel & Iron Works, and a few plates from the Newcastle Iron Works.

Manufacturer's name or trade mark, Company, and the Plating from the Stockton Malleable Iron Co. and a few plates from the West Cumberland Steel & Iron Works, and a few plates from the Newcastle Iron Works.

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

Builder's Signature, Wm. Catterton Manager Surveyor's Signature, J. W. Miles

Whitehaven Shipbuilding Co. Limited

180N449-0426

Workmanship. Are the butts of plating planed or otherwise fitted? planed 95 12 Ln
 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 pieces
 Do the holes for riveting 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 plate and punched from the faying surfaces? 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 riveting, quality of Materials, and if stamped with Maker's name.

State also Length and Diameter of Lower Masts and Bowsprit

	Length	Diameter
Foremast	52.0 x	16 1/2
Mainmast	63.0 x	15 1/2
Mizen "	63.0 x	15 1/2
Bowsprit	22.0 x	15 x 15

No.	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	No.	Weight. Ex. Stock.	Test as per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
			180	1 1/8	22 15/20	1 1/16	20 6/20						
2	Fore Sails,	Chain						Bowers	3	8.1.7	10.8.3.0	8.1.0	10.7.0.0
2	Fore Top Sails,	(State Machine where Tested, and name of Superintendent).						(State Machine where Tested, and name of Superintendent).		8.1.0	10.7.2.0	8.1.0	10.7.0.0
2	Fore Topmast Stay Sails	Hempen Stream Cable	90	7	-	6 1/2	-	Stream	1	3.0.0	-	3.0.0	-
2	Main Sails,	Hawser	50	3/4	-	-	-	Kedges	1	1.2.8	-	1.2.0	-
1	Main Top Sails,	Towlines	90	5	-	4	-						
	and <u>others as usual</u>	Warp	90	4	-	-	-						
		All of <u>good</u> quality.	90	3	-	-	-						

Her Standing and Running Rigging Wire & Hemp sufficient in size and good in quality. She has one Long Boat and another
 The present state of the Windlass is Good Capstan Witch and Rudder Good Pumps Good

Engine Room Skylights. How constructed? _____ How secured in ordinary weather? _____

What arrangements are there for deadlights in such for bad weather? _____

Coal Bunker Openings. How constructed? _____ How are lids secured? _____ How high above deck? _____

Scuppers, &c.—What arrangements are there beyond the scuppers on deck, for clearing upper deck of water, in case of a sea coming on board?
4 ports in bulwarks hung with hinged on each side

Cargo Hatchways.—How formed? Plate iron Coverings & strong wood hatches State size one hatchway 3 x 4, after d^s 6.6 x 5
 If of extraordinary size, state how framed and secured? _____

What arrangement for shifting beams? _____

Hatches, themselves, whether strong and efficient? they are Main Hatchways.—State size 10.2 x 7.0

Order for Special Survey No. 193 DATES of 1st. On the several parts of the frame, when in place, and before the plating was wrought Built under
 Date 29th April 1871 Surveys held 2nd. On the plating during the progress of riveting Special Survey between
 Order for Ordinary Survey No. _____ while building 3rd. When the beams were in and fastened, and before the decks were laid the 22nd June 1871
 Date _____ as per 4th. When the ship was complete, and before the plating was finally coated or cemented and the
 No. 5 in builder's yard. Section 18. 5th. After the ship was launched and equipped present date.

General Remarks,
The Testing Certificates for the Anchors and Chain Cables have been produced from the "Staffordshire Public Chain and Anchor Testing Company" signed by Mr Keade

In what manner are the surfaces preserved from oxidation? Inside Portland Cement to be kept Rain Outside side of Iron & other Paint

I am of opinion this Vessel should be Classed 100 A 1

The amount of the Entry Fee£ 3 : : is received by me,
 Travelling Expenses (if any)£ 10 : 1 :
 Special£ : :
 Certificate : :
from the Whitehaven Shipbuilding Company

Committee's Minute 10th Nov 1871

Character assigned 100 A 1

[Handwritten signatures and stamps]
 Lloyd's Register
 I am of opinion that this vessel is eligible to be Classed 100 A 1. 10/11