

# IRON SHIPS.

Rec. 30/5/72

No. 1963 Survey held at Shanelly Date, first Survey 29<sup>th</sup> Nov 1871 Last Survey 28<sup>th</sup> May 1872  
on the Ship Johanna Master Care

|   |  |  |  |
|---|--|--|--|
| Tonnage under Tonnage Deck                            | ONE, OR TWO DECKED VESSELS.  | THREE DECKED VESSELS.                        | Built at <u>Shanelly</u>                                   |
| Ditto of Spar Deck, or Awning Deck.                   | Half moulded breadth . . . . . <u>10-9</u>                                     | Half Moulded Breadth . . . . .               | When built <u>1872</u> Launched <u>28<sup>th</sup> May</u> |
| Ditto of Poop, or Raised Qr. Dk.                      | Depth from upper part of Keel to top of Upper Deck Beams . . . . . <u>12-6</u> | Total Depth if three or more Decks . . . . . | By whom built <u>Nevill Bros</u>                           |
| Ditto of Houses on Deck . . . . .                     | Girth of Half Midship Frame . . . . . <u>19-9</u>                              | Total Girth of Half Midship Frame . . . . .  | Owners <u>Chas. Gordon</u>                                 |
| Ditto of Forecastle                                   | 1st Number . . . . . <u>43-0</u>   | 3rd Number . . . . .                         | Port belonging to <u>London</u>                            |
| Gross Tonnage <u>158-55</u>                           | Length . . . . . <u>99-0</u>   | Length . . . . .                             | Destined Voyage <u>Marsalla</u>                            |
| Crew Space, as per Rule <u>10-18</u>                  | 2nd Number . . . . . <u>4257</u>   | 4th Number . . . . .                         | If Surveyed while Building, Afloat, or in Dry Dock         |
| Register Tonnage, as per Beam . . . . . <u>148-37</u> | Depths to Length. <u>under 8 times</u>   | Breadths to Length . . . . .                 |  |
| Engine Room   |  |  |  |
| Register Tonnage, as a Steamer, cut on the Beam       |  |  |  |

|   |                                  |   |   |                                   |                                       |   |
|---|----------------------------------|---|---|-----------------------------------|---------------------------------------|---|
| Length on deck as per Rule, <u>99</u>   | Feet. <u>21</u> Inches. <u>6</u> | Depth from top of Keel to Deck Beam, as per Rule . . . . . <u>12</u> Feet. <u>6</u> Inches. | Power of Engines, <u>12</u>   | Horse. <u>12</u>                  | N <sup>o</sup> . of Decks, <u>One</u> | N <sup>o</sup> . of Tiers of Beams <u>One</u> |
| Dimensions of Ship per Register, length, <u>100</u> breadth, <u>21 1/10</u> depth, <u>11 3/10</u>   |                                  |   |   |                                   |                                       |   |
| Keel, if bar iron, depth and thickness . . . . . <u>6 x 1 1/2</u>   | Inches in Ship. <u>6 3/4</u>     | Inches required per Rule. <u>6 3/4 x 1 1/4</u>  | Flat Keel Plates, breadth and thickness . . . . .   | Inches. In Ship. <u>36</u>        | 16ths. In Ship. <u>6 1/16</u>         | Inches. required per Rule. <u>6 1/16</u>      |
| Do. if centre through plate, depth and thickness . . . . .  |                                  |   | Plates in Garboard Strakes, breadth and thickness . . . . .                                   | " <u>36</u>                       | " <u>6 1/16</u>                       | " <u>6 1/16</u>                               |
| Stem, if bar iron, moulding and thickness . . . . . <u>6 x 1 1/2</u>  | <u>6 x 1 1/2</u>                 | <u>6 x 1 1/4</u>  | Do. from Garboard to upper part of Bilges . . . . .   | " <u>36</u>                       | " <u>6 1/16</u>                       | " <u>6 1/16</u>                               |
| Stern-post do. do. do. . . . . <u>6 x 1 1/2</u>   | <u>6 x 1 1/2</u>                 | <u>6 x 1 1/4</u>  | Do. of doubling at Bilge, or increased thickness, and length applied . . . . .                | " <u>36</u>                       | " <u>6 1/16</u>                       | " <u>6 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>   | Do. from upper part of Bilge to lower edge of Sheerstrake . . . . .                           | " <u>36</u>                       | " <u>6 1/16</u>                       | " <u>6 1/16</u>                               |
| Frames, size of Angle Iron, for 1/2 length amidships . . . . . <u>3 2 1/2</u>   | <u>3 2 1/2</u>                   | <u>3 2 1/2</u>  | Do. Sheerstrake, breadth and thickness . . . . .  | <u>34</u>                         | <u>4 1/16</u>                         | <u>4 1/16</u>                                 |
| Do. for 1/3 at each end . . . . . <u>3 2 3/4</u>  | <u>3 2 3/4</u>                   | <u>3 2 3/4</u>  | Do. of doubling at Sheerstrake, and length applied . . . . .                                  | "                                 | "                                     | "   |
| Reversed Frames, size of Angle Iron . . . . . <u>2 1/4</u>  | <u>2 1/4</u>                     | <u>2 1/4</u>  | Butt Straps to outside plating, breadth and thickness . . . . .                               | <u>8 x 5 1/16 + 6 1/16</u>        |                                       |   |
| Floors, depth and thickness of Floor Plate at mid line for half the length amidships . . . . . <u>12</u>  | <u>12</u>                        | <u>12</u>   | Lengths of Plating . . . . .  | <u>8 feet 9 inches</u>            |                                       |   |
| Do. at the ends . . . . . <u>4 1/4</u>  | <u>4 1/4</u>                     | <u>4 1/4</u>  | Shifts of Plating, and Stringers . . . . .  | <u>one 4 inches</u>               |                                       |   |
| Do. do. do. at Bilge Keelson . . . . . <u>26</u>  | <u>26</u>                        | <u>26</u>   | Gunwale Plate on ends of Awning, or Spar Deck Beams, breadth and thickness . . . . .          | "                                 | "                                     | "   |
| Do. height extended at the Bilges . . . . . <u>26</u>   | <u>26</u>                        | <u>26</u>   | Angle Iron on ditto . . . . .   | "                                 | "                                     | "   |
| Beams, Three Decked, Spar, or Awning Decked (No. ) single or double Angle Iron, Plate or Tee Bulb Iron . . . . .  | "                                | "   | Tie Plates (fore and aft), outside Hatchways . . . . .  | "                                 | "                                     | "   |
| Single or double Angle Iron on Upper edge . . . . .   | "                                | "   | Diagonal Tie Plates on Beams (No. of Pairs, ) . . . . .                                       | "                                 | "                                     | "   |
| Average space . . . . .   | "                                | "   | Planksheer material and scantling . . . . .   | "                                 | "                                     | "   |
| Beams, Upper or Middle Deck (No. <u>25</u> ) single or double Angle Iron, Plate or Tee Bulb Iron . . . . . <u>6 1/4</u>   | <u>6 1/4</u>                     | <u>6 1/4</u>  | Waterways do. do. . . . .   | "                                 | "                                     | "   |
| Single, or double Angle Iron, on Upper Edge . . . . . <u>2 2</u>  | <u>2 2</u>                       | <u>2 2</u>  | Flat of Deck do. do. . . . .  | "                                 | "                                     | "   |
| Average space . . . . . <u>alternate frames</u>   | <u>alternate frames</u>          | <u>alternate frames</u>   | How fastened to Beams . . . . .   | "                                 | "                                     | "   |
| Beams, Lower Deck or Orlop (No. ) single or double Angle Iron, Plate or Tee Bulb Iron . . . . .   | "                                | "   | Stringer Plate on ends of Upper or Middle Deck Beams, breadth and thickness . . . . .         | <u>20</u>                         | <u>6 1/16</u>                         | <u>18</u>                                     |
| Single or double Angle Iron on Upper Edge . . . . .   | "                                | "   | Angle Irons on ditto (No. <u>2</u> ) . . . . .  | <u>3 x 3</u>                      | <u>6 1/16</u>                         | <u>3 x 3</u>                                  |
| Average space . . . . .   | "                                | "   | Tie Plates, outside Hatchways . . . . .   | <u>6</u>                          | <u>6 1/16</u>                         | <u>6</u>                                      |
| Keelson Centre line, single or double plate, box, or intercostal, size of Plates . . . . . <u>8 1/4</u>   | <u>8 1/4</u>                     | <u>8 1/2</u>  | Diagonal Tie Plates on Beams (No. of pairs, ) . . . . .                                       | <u>none</u>                       |                                       |   |
| Do. Bulb Plate to Intercostal Keelson . . . . . <u>3</u>  | <u>3</u>                         | <u>3</u>  | Waterways materials and scantlings . . . . .  | <u>see stringer plate</u>         |                                       |   |
| Do. Size of Angle Irons . . . . . <u>3 3</u>  | <u>3 3</u>                       | <u>3 3</u>  | Flat of Deck do. do. . . . .  | <u>3</u>                          | <u>3</u>                              |   |
| Do. Side Intercostal Keelson, size of Plates . . . . .  | "                                | "   | How fastened to Beams . . . . .   | <u>see bolts &amp; nuts below</u> |                                       |   |
| Do. Angle Irons on tops of Floors . . . . .   | "                                | "   | Stringer Plates on ends of Lower Deck or Orlop Beams . . . . .                                | "                                 | "                                     | "   |
| Do. Bilge Keelson, Bulb Iron . . . . .  | "                                | "   | Angle Irons on ditto (No. ) . . . . .   | "                                 | "                                     | "   |
| Do. do. Angle Irons . . . . . <u>3 3</u>  | <u>3 3</u>                       | <u>3 3</u>  | Stringer or Tie Plates, outside Hatchways . . . . .   | "                                 | "                                     | "   |
| Do. Side Stringers (No. ) size of Angle Irons . . . . . <u>3 3</u>  | <u>3 3</u>                       | <u>3 3</u>  | Flat of Deck . . . . .  | <u>1 1/2</u>                      | <u>battens</u>                        |   |
|   |                                  |   | Ceiling betwixt Decks, thickness and material . . . . .                                       | <u>2</u>                          | <u>2</u>                              |   |
|   |                                  |   | Do. in hold do. do. . . . .   | <u>2</u>                          | <u>2</u>                              |   |
|   |                                  |   | Clamps or Spiketting . . . . .  | <u>3 1/4</u>                      | <u>3</u>                              |   |
|   |                                  |   | Main piece of Rudder, diameter at head . . . . .  | <u>2 3/8</u>                      | <u>2</u>                              |   |
|   |                                  |   | Do. do. at heel . . . . .   |                                   |                                       |   |
|   |                                  |   | (Can the Rudder be unshipped afloat? <u>Yes</u> )   |                                   |                                       |   |
|   |                                  |   | Bulkheads No. <u>1</u> Thickness of <u>1 1/4</u>  |                                   |                                       |   |
|   |                                  |   | Do. Height up <u>to upper deck</u>  |                                   |                                       |   |
|   |                                  |   | Do. How secured to the sides of the ship <u>to 1 frame &amp; steel plates</u>                 |                                   |                                       |   |
|   |                                  |   | Do. Size of Vertical Angle Irons, <u>2 1/2 x 2 1/2</u> and their distance apart, <u>2 1/2</u> |                                   |                                       |   |
|   |                                  |   | Do. Are the outside Plates doubled two spaces of Frames in length? <u>Yes</u>                 |                                   |                                       |   |
| Transoms, material <u>none</u> or, if none, in what manner compensated for.   |                                  |   |   |                                   |                                       |   |
| Side stringers <u>Bridge &amp; Keelsons carried round aft</u>   |                                  |   |   |                                   |                                       |   |
| Knight-heads <u>none</u> Hawse Timbers <u>none</u>  |                                  |   |   |                                   |                                       |   |
| Windlass <u>Greenheart</u> Pall Bitt <u>Greenheart</u>  |                                  |   |   |                                   |                                       |   |
| The Frames extend in one length from <u>Keel</u> to <u>gunwale</u>  |                                  |   |   |                                   |                                       |   |
| The Reverse Angle Irons on the floors extend across the middle line <u>upper part of bilge to upper part of bilge</u>   |                                  |   |   |                                   |                                       |   |
| On all the Frames and to  |                                  |   |   |                                   |                                       |   |
| Keelsons. Are the various lengths of Plates and Angle Irons properly connected? <u>Yes</u>  |                                  |   |   |                                   |                                       |   |
| Plates, Garboard, double <u>at upper edge, with Rivets ( 5/8 in.) diameter, averaging ( 2 1/2 ins.) from centre to centre.</u>  |                                  |   |   |                                   |                                       |   |
| Do. Edges from Garboards to upper part of Bilge, worked Clencher, double or single Riveted; with Rivets ( 5/8 in.) diameter, averaging ( 2 1/2 ins.) from centre to centre.   |                                  |   |   |                                   |                                       |   |
| Do. Butts from Keel to turn of Bilge, worked carvel with butt straps ( 6 1/16 ) thick, <u>double or single Riveted; with Rivets ( 5/8 in.) diameter averaging ( 2 1/2 ins.) from centre to centre.</u>  |                                  |   |   |                                   |                                       |   |
| Do. Edges of Sheerstrake, double or single Riveted. At upper edge <u>Single</u> At lower edge <u>Double</u>   |                                  |   |   |                                   |                                       |   |
| Do. Butts from Bilge to Planksheers, worked Carvel with Butt Straps ( 5 1/16 ) thick, double or single Riveted; with Rivets ( 5/8 in.) diameter, averaging ( 2 1/2 ins.) from centre to centre. Breadth of laps in double Riveting ( <u>4</u> ) Breadth of laps in single Riveting ( <u>2 1/2</u> ) |                                  |   |   |                                   |                                       |   |
| Butt Straps of Keelsons, Stringer and Tie Plates, <u>double or single Riveted? 13 pillars 2 1/2 from keelson to Deck beams.</u>   |                                  |   |   |                                   |                                       |   |
| Planksheer, how secured to the plating of the sides, <u>Secured by angle iron to outside plating</u>  |                                  |   |   |                                   |                                       |   |
| Waterway " " planksheer and to the Beams, <u>an angle iron also on inner edge forming a gutter waterway cemented</u>  |                                  |   |   |                                   |                                       |   |
| Beams of the various Decks, how secured to the sides? <u>By Beam arms turned down</u>   |                                  |   |   |                                   |                                       |   |
| What description of Iron is used for the Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? <u>Old Lodge Iron Co's</u>  |                                  |   |   |                                   |                                       |   |
| Manufacturer's name or trade mark, <u>O.L.I.C.</u>  |                                  |   |   |                                   |                                       |   |

We certify that the above is a correct description of the several particulars therein given.  
Builder's Signature, Nevill Bros Surveyor's Signature, W. C. Gordon

IRON 451-0148



10177 Iron

**Workmanship.** Are the butts of plating planed or otherwise fitted? Hammered & chipped  
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 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? Yes a few

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 Foremast 61 x 16 Main Mast 65 x 15 Bowsprit 26 x 15

*Tested at Metherton by M.R. Reade*

| Number for equipment <u>4257</u> |                            | 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. | Wght req'd per Rule. | Test req'd per Rule. |
|----------------------------------|----------------------------|---|---------|--------------------------|---------------------|----------------------|---|------------------|--------------------|--------------------------|----------------------|----------------------|
| N <sup>o</sup> .                 | SAILS.                     | CABLES, &c.   |         |                          |                     |                      |   |                  |                    |                          |                      |                      |
| 2                                | Fore Sails,                | 180   | 1       | 18.0.0.0                 | 15/16               | 15 1/2               | Bowers ....   | 1                | 7.1.24             | 9.13.2                   | } 6 1/2              | 8 15/20              |
| 2                                | Fore Top Sails,            | (State Machine where Tested, and name of Superintendent). |         |                          |                     |                      | (State Machine where Tested, and name of Superintendent). | 1                | 6.2.22             | 8.19.0                   |                      |                      |
| 1                                | Fore Topmast Stay Sails    | 80  | 7/8     | "                        | 6                   |                      | Stream ....   | 1                | 2.3.6              | "                        | 2 1/2                |                      |
| 2                                | Main Sails,                | 80  | 4 1/2   | "                        | 4                   |                      | Kedges ....   | 1                | 1.1.7              | "                        | 1 1/4                |                      |
|                                  | <del>Main</del> Top Sails, | 90  | 3       |                          |                     |                      |   |                  |                    |                          |                      |                      |
| and all other necessary sails.   |                            | All of good quality.                                      |         |                          |                     |                      |   |                  |                    |                          |                      |                      |

... in size and ... in quality. She has one Long Boat and one other boat.

Her Standing and Running Rigging is new sufficient in size and good in quality. She has one Long Boat and one other boat  
The present state of the Windlass is good like Captain's and Rudder good Pumps 2 Iron  
with spindle through with purchase How secured in ordinary weather?   
Engine Room Skylights. How constructed?

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? 2 ports in Poultricks on each side  
Cargo Hatchways. How formed? Framed & Iron comings State size Fore Hatch 5 x 5 After do 5 x 5  
If of extraordinary size, state how framed and secured?

What arrangement for shifting beams? none  
Hatches, themselves, whether strong and efficient? Yes Main Hatchways. State size 7 x 6

Order for Special Survey No. 38 DATES of 1st. On the several parts of the frame, when in place, and before the plating was wrought 23 Jan'y. 1872  
Date 29 Nov. 1871 Surveys held 2nd. On the plating during the progress of riveting during the course  
Order for Ordinary Survey No.  while building 3rd. When the beams were in and fastened, and before the decks were laid of building  
Date  as per 4th. When the ship was complete, and before the plating was finally coated or cemented 9<sup>th</sup> April 1872  
No.  in builder's yard. Section 18. 5th. After the ship was launched and equipped 28<sup>th</sup> May

**General Remarks,**  
This Vessel has been specially surveyed whilst building, the supplementary surveys have been regularly held  
She is a well built Vessel put fairly out of hand & we beg to recommend her to be classed 90 A.I.  
Official No. not yet known.

In what manner are the surfaces preserved from oxidation? Inside Oxide of Iron paint Outside Same paint and composition on bottom.  
I am of opinion this Vessel should be Classed 90 A.I. Portland cement in the bottom  
The amount of the Entry Fee .....£ 2 : : : is received by me,  
Travelling Expenses (if any) .....£ : : :  
Special .....£ 7 : 19 : -  
Certificate .... : : :  
*May 1872*

Committee's Minute 31<sup>st</sup> May 18 72  
Character assigned 90 A.I.  
*Mr Johnson*  
*Thomas Congdon*  
*Lloyd's Register*  
*I concur in the opinion that this vessel should be classed 90 A.I.*