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IRON SHIP.

No. 249 Survey held at Aberdeen Date, First Survey July 1844 Last Survey May 30th 1844
On the Carnegie Ship Yard Number 155 Master Burke

TONNAGE under Deck <u>1496.60</u>	ONE, OR TWO DECKED, THREE DECKED VESSEL.	Built at <u>Aberdeen</u>
Bitto of Third, Spar, or Awaiting Deck.	SPAR, OR AWNING DECKED VESSEL.	When built <u>1844</u> Launched <u>27th Jan 1844</u>
Ditto of Poop, or Raised Qr. Dk. <u>57.77</u>	HALF BREADTH (moulded) <u>19.15</u>	By whom built <u>James John Guthrie & Co.</u>
Ditto of Houses on Deck <u>57.28</u>	DEPTH from upper part of Keel to top of Upper Deck Beams <u>25.34</u>	Owners <u>William Guthrie & Co.</u>
Ditto of Forecastle	GIRTH of Half Midship Frame (as per Rule) <u>39.3</u>	Port belonging to <u>Aberdeen</u>
Gross Tonnage <u>1598.99</u>	1st NUMBER <u>83.65</u>	Destined Voyage <u>not fixed</u>
Less Crew Space <u>33.04</u>	1st NUMBER, if a THREE DECKED VESSEL	If Surveyed while Building, Afloat, or in Dry Dock.
Less Engine Room	deduct 7 feet	<u>Under special Survey</u>
Register Tonnage as cut on Beam <u>1566.95</u>	LENGTH <u>348.5</u>	
	2nd NUMBER <u>20795.4</u>	
	PROPORTIONS Breadths to Length <u>6.36</u>	
	Depths to Length—Upper Deck to Keel <u>7.8</u>	
	Main Deck ditto	

LENGTH on deck as per Rule 248.5 BREADTH Moulded 39.03 DEPTH top of Floors to Upper Deck Beams 23.2 Power of Engines 1 Horse N^o. of Decks with flat laid Two N^o. of Tiers of Beams Two

Dimensions of Ship per Register, length 267.3 breadth 39.03 depth 23.0

	Inches in Ship.	Inches per Rule.		Inches in Ship.	Inches per Rule.
KEEL, depth and thickness	<u>9 1/2 x 2 3/8</u>	<u>9 1/2 x 2 1/2</u>	PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges	<u>3 5/8</u>	<u>12 1/8</u>
STEM, moulding and thickness	<u>9 1/2 x 2 3/8</u>	<u>9 x 2 1/2</u>	of doubling at Bilge, or increased thickness, and length applied	<u>10 1/8</u>	<u>11 1/8</u>
STERN-POST for Rudder do. do.	<u>9 1/2 x 2 3/8</u>	<u>9 x 2 1/2</u>	fin up. part of Bilge to Ir. edge of Sh'rstrake	<u>4 1/8</u>	<u>12 1/8</u>
for Propeller			Main Sheerstrake, breadth and thickness	<u>4 1/8</u>	<u>13 1/8</u>
Distance of Frames from moulding edge to moulding edge, all fore and aft	<u>24</u>	(Class <u>100.4</u>)	of d'bling at Sh'rstrake, & length applied from Mn. to Up. or Spar Dk. Sh'rstrake.	<u>4 1/8</u>	<u>13 1/8</u>
FRAMES, Angle Iron, for 1/2 length amidships	<u>5 3/2</u>	<u>5 3/2</u>	Up. or Spar Dk Sh'rstrake, brdth & thickness	<u>4 1/8</u>	<u>13 1/8</u>
Do. for 1/2 at each end	<u>5 3/2</u>	<u>5 3/2</u>	Butt Straps to outside plating, breadth & thickness	<u>3 5/8</u>	<u>12 1/8</u>
REVERSED FRAMES, Angle Iron	<u>3 1/2</u>	<u>3 1/2</u>	Lengths of Plating	<u>10</u>	<u>10</u>
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	<u>2 3/8</u>	<u>2 3/8</u>	Shifts of Plating, and Stringers	<u>not less than two frame shift</u>	
thickness at the ends of vessel	<u>4 3/8</u>	<u>4 3/8</u>	Gunwale Plate on ends of Awaiting, Spar, or Upper Deck Beams, breadth and thickness	<u>5 0</u>	<u>10 1/8</u>
depth at 3/4 the half-bdth. as per Rule	<u>13</u>	<u>13</u>	Angle Iron on ditto	<u>5 3/4</u>	<u>49 3/4</u>
height extended at the Bilges	<u>5 3/2</u>	<u>5 3/2</u>	Tie Plates fore and aft, outside Hatchways	<u>12</u>	<u>5 1/2</u>
BEAMS, Upper, Spar, or Awaiting Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<u>9</u>	<u>9 1/2</u>	Diagonal Tie Plates on Beams No. of Pairs	<u>12</u>	<u>11 1/2</u>
Single or double Angle Iron on Upper edge	<u>3 1/2</u>	<u>3 1/2</u>	Planksheer material and scantling	<u>Iron bulwarks</u>	
Average space	<u>4 feet</u>	<u>4 feet</u>	Waterways do. do.	<u>Galvanized Waterway</u>	
BEAMS, Main or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<u>9</u>	<u>9 1/2</u>	Flat of Upper Deck do. do.	<u>4 1/4 x 5</u>	<u>4</u>
Single, or double Angle Iron, on Upper Edge	<u>3 1/2</u>	<u>3 1/2</u>	How fastened to Beams	<u>Butt & screw bolts</u>	<u>9 1/8</u>
Average space	<u>4 feet</u>	<u>4 feet</u>	Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness	<u>5 3/2</u>	<u>9 1/8</u>
BEAMS, Lower Deck, Hold or Orlop Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<u>9</u>	<u>9 1/2</u>	Is the Stringer Plate attached to the outside plating?	<u>Yes</u>	
Single or double Angle Iron on Upper Edge	<u>3 1/2</u>	<u>3 1/2</u>	Angle Irons on ditto, No.	<u>4 x 4 x 9 1/8</u>	<u>4. 4. 9 1/8</u>
Average space	<u>4 feet</u>	<u>4 feet</u>	Tie Plates, outside Hatchways	<u>12</u>	<u>9 1/8</u>
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates	<u>1 1/2</u>	<u>1 1/2</u>	Diagonal Tie Plates on Beams, No. of pairs	<u>12</u>	<u>12</u>
Rider Plate	<u>9</u>	<u>9</u>	Waterways materials and scantlings	<u>Iron</u>	
Bulb Plate to Intercoastal Keelson	<u>5</u>	<u>5 1/2</u>	Flat of Middle Deck do. do.	<u>5 1/8</u>	<u>5 1/8</u>
Angle Irons	<u>5</u>	<u>5 1/2</u>	How fastened to Beams	<u>Butt & screw bolts</u>	<u>5 1/8</u>
Double Angle Iron Side Keelson	<u>5</u>	<u>5 1/2</u>	Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	<u>5 1/8</u>	<u>5 1/8</u>
Side Intercoastal Plate a length of 154	<u>2 6</u>	<u>2 6</u>	Is the Stringer Plate attached to the outside plating?	<u>Yes</u>	
do. Angle Irons	<u>5</u>	<u>5 1/2</u>	Angle Irons on ditto, No.	<u>4 x 4 x 9 1/8</u>	<u>4. 4. 9 1/8</u>
Attached to outside plating with angle iron	<u>3</u>	<u>3</u>	Stringer or Tie Plates, outside Hatchways	<u>12</u>	<u>9 1/8</u>
BILGE Angle Irons	<u>5</u>	<u>5 1/2</u>	Flat of Lower Deck	<u>2</u>	<u>2 1/2</u>
do. Bulb Iron	<u>5</u>	<u>5 1/2</u>	Ceiling between Decks, thickness and material in hold	<u>2 1/2</u>	<u>2 1/2</u>
do. Intercoastal plates riveted to plating for length	<u>5</u>	<u>5 1/2</u>	Main piece of Rudder, diameter at head	<u>6 3/8</u>	<u>5 1/2</u>
BILGE STRINGER Angle Irons	<u>5</u>	<u>5 1/2</u>	do. at heel	<u>4</u>	<u>5 1/4</u>
Intercoastal plates riveted to plating for length	<u>5</u>	<u>5 1/2</u>	Can the Rudder be unshipped afloat?	<u>Yes</u>	
SIDE STRINGER Angle Irons	<u>5</u>	<u>5 1/2</u>	Bulkheads No. <u>One</u> Thickness of <u>9 1/8</u>		
Transoms, material Knight-heads. Hawse Timbers.	<u>Plates & frames</u>		Height up <u>2 1/2</u>		
Windlass <u>Harfield's Patent</u> Pall Bitt			How secured to sides of ship <u>between two frames</u>		

The FRAMES extend in one length from Keel to gunwale Riveted through plates with 12 1/8 in. Rivets, about 5 apart.
The REVERSED ANGLE IRONS on floors and frames extend across middle line from hold beam to gunwale and to gunwale alternately
KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? Yes And butts properly shifted? Yes
PLATING. Garboard, double riveted to Keel, with rivets 2 1/8 in. diameter, averaging 5 1/2 ins. from centre to centre.
Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 2 1/8 in. diameter, averaging 5 1/2 ins. from centre to centre.
Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 2 1/8 in. diameter averaging 5 1/2 ins. from centre to centre.
Butts of new Strakes at Bilge for half length, treble riveted with Butt Straps 3 1/8 thicker than the plates they connect.
Edges from bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 2 1/8 in. diameter, averaging 5 1/2 ins. from cr. to cr.
Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 2 1/8 in. diameter, averaging 5 1/2 ins. from cr. to cr.
Edges of Main Sheerstrake, double or single riveted. Upper Sheerstrake, double or single riveted. Lower edge double.
Butts of Main Sheerstrake, treble riveted for half length amidships. Butts of Upper or Spar Sheerstrake, treble riveted for half length amidships.
Butts of Main Stringer Plate, treble riveted for half length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for half length amidships.
Breadth of laps of plating in double riveting 5 1/2 Breadth of laps of plating in single riveting 5 1/2
Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Double and treble riveted
Waterway, how secured to Beams Butt & screw bolts (Explain by Sketch, if necessary.)
Beams of the various Decks, how secured to the sides? Butt & screw bolts No. of Breasthooks, Five Crutches, Five
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? James Watson & Co. Glasgow
Manufacturer's name or trade mark, James Watson & Co. Glasgow
The above is a correct description.
Builder's Signature, John Guthrie & Co. Surveyor's Signature, J. W. Watson

IRON 457-0281

