

# IRON SHIPS.

New 25/2/66

No. \_\_\_\_\_ Survey held at London Date 18 66  
 on the S.S. "Celt" Master \_\_\_\_\_  
 Tonnage Gross \_\_\_\_\_ Engine Room \_\_\_\_\_ Register \_\_\_\_\_ Built at Millwall  
 When Built 1865 Launched \_\_\_\_\_ 1865 By whom built Millwall Iron Works  
 Owners \_\_\_\_\_ Port belonging to \_\_\_\_\_ Destined Voyage Cape  
 If Surveyed Afloat or in Dry Dock While building under Special Survey

| Length aloft   |         | Extreme Breadth           |         | Depth from top of Upper Deck     |         | Power of Engines                 |  |
|--|---------|---------------------------|---------|----------------------------------|---------|----------------------------------|--|
| Feet.  | Inches. | Feet.                     | Inches. | Feet.                            | Inches. | Horse.                           |  |
| 204  | 266     | 34                        |         | 36                               |         |                                  |  |
| Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft   |         | Inches in Ship            |         | Inches required per Rule         |         | Inches. 16ths. required required |  |
| 21   |         | 21                        |         |                                  |         | Inches. 16ths. required required |  |
| Floors, Size of Angle Iron, and No. at bottom of Floor Plate   |         | Inches. In Ship. In Ship. |         | Inches. 16ths. required required |         | Inches. 16ths. required required |  |
| 5 3 9/16 4 3/4 3 9/16  |         |                           |         |                                  |         |                                  |  |
| depth and thickness of Floor Plate at mid line   |         | 24 19/16 24 10/16         |         |                                  |         |                                  |  |
| depth and thickness of Floor Plate at Bilge Keelson  |         | 9 7/16                    |         |                                  |         |                                  |  |
| Size of Reversed Angle Iron, and No. at top of Floor Plate   |         | 3 3 7/16                  |         |                                  |         |                                  |  |
| Size of Angle Iron, single or double   |         | 5 3 9/16 4 3/4 3 9/16     |         |                                  |         |                                  |  |
| Reversed Iron, if to every frame   |         | 3 3 7/16                  |         |                                  |         |                                  |  |
| Deck (No.) double Angle Iron, Plate or Bulb Iron   |         | 6 6/16                    |         |                                  |         |                                  |  |
| double or single Angle Iron, on up edge  |         | 2 2 5/16                  |         |                                  |         |                                  |  |
| average space between  |         | 42 inches                 |         |                                  |         |                                  |  |
| if wood (No.) sided & moulded  |         | 8 9/16                    |         |                                  |         |                                  |  |
| Hold, or Lower Deck (No.) double Angle Iron, Plate or Bulb Iron  |         | 3 3 6/16                  |         |                                  |         |                                  |  |
| average space between  |         | 42 inches                 |         |                                  |         |                                  |  |
| if wood (No.) sided & moulded  |         |                           |         |                                  |         |                                  |  |
| Paddle, wood, sided and moulded, or if Iron, size of Plate   |         |                           |         |                                  |         |                                  |  |
| Engine   |         | 32 3/4                    |         |                                  |         |                                  |  |
| Keelson, single plate, box, or intercostal   |         | 24 13/16                  |         |                                  |         |                                  |  |
| Size of Plates   |         | 5 4 9/16                  |         |                                  |         |                                  |  |
| Size of Angle Irons  |         | 5 4 9/16                  |         |                                  |         |                                  |  |
| Ditto Bilge (No. Plate) Bulb 8 x 9/16  |         | 5 4 9/16                  |         |                                  |         |                                  |  |
| Transoms, material <u>Iron</u> or, if none, in what manner compensated for   |         |                           |         |                                  |         |                                  |  |
| Knight-heads, and Hawse Timbers  |         |                           |         |                                  |         |                                  |  |
| The Frames or Ribs extend in one length from <u>Centre line</u> to <u>Gunwale</u>  |         |                           |         |                                  |         |                                  |  |
| The reverse angle irons on the floors extend in one length <u>across</u> the middle line <u>from</u> to <u>main deck</u> to <u>Gunwale</u> <u>alternately</u>  |         |                           |         |                                  |         |                                  |  |
| on the frames  |         |                           |         |                                  |         |                                  |  |
| Keelson, how are the various lengths of plates or angle irons connected? <u>by butt straps double rivetted</u>   |         |                           |         |                                  |         |                                  |  |
| Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets (1 1/8 in.) diameter averaging (4 1/2 in.) from centre to centre of rivet.  |         |                           |         |                                  |         |                                  |  |
| Edges from Garboards to upper part of bilge, worked carvel with a lining piece (1 in.) thick, or clench, double or single rivetted; rivets (7/8 in.) diameter, averaging (3 1/2 in.) from centre to centre of rivets.  |         |                           |         |                                  |         |                                  |  |
| Butts from Keel to turn of bilge, worked carvel with a lining piece (1 1/16) thick, double or single rivetted; rivets (7/8 in.) diameter, averaging (3 1/2 in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? <u>no</u>      |         |                           |         |                                  |         |                                  |  |
| Edges from bilge to sheerstrake, worked carvel with a lining piece ( ) thick, or clench, double or single rivetted; rivets (7/8 in.) diameter, averaging (3 1/2 in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? <u>no</u> |         |                           |         |                                  |         |                                  |  |
| Edge of Sheerstrake, double or single rivetted? <u>double rivetted</u>   |         |                           |         |                                  |         |                                  |  |
| Butts from bilge to planksheers, worked carvel with a lining piece (1 1/16) thick, double or single rivetted; rivets (7/8 in.) diameter averaging (3 1/2 in.) from centre to centre of rivets. Breadth of laps in double rivetting (4 1/4) Breadth of laps in single rivetting ( )             |         |                           |         |                                  |         |                                  |  |
| Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted?   |         |                           |         |                                  |         |                                  |  |
| Planksheer, how secured to the plating of the sides  |         |                           |         |                                  |         |                                  |  |
| Waterway " " planksheer and to the Beams   |         |                           |         |                                  |         |                                  |  |
| Deck Beams, how secured to the side? <u>Five plates rivetted to Frame</u>  |         |                           |         |                                  |         |                                  |  |
| Hold or Lower Deck " <u>the same</u>   |         |                           |         |                                  |         |                                  |  |
| Paddle " "   |         |                           |         |                                  |         |                                  |  |
| No. of breasthooks crutches how are pointers compensated?  |         |                           |         |                                  |         |                                  |  |
| What description of iron is used for the angle iron and plate iron in the vessel? <u>Millwall bulb</u>   |         |                           |         |                                  |         |                                  |  |

forward

Celt

IRON 457-0256



**Workmanship.** Are the lands or laps of the clenchwork in all cases in breadth at least five times the diameter of the rivets in double rivetted edges and butts, and at least three times the diameter of the rivets where single rivetting is admitted? \_\_\_\_\_  
Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies? \_\_\_\_\_  
Do the fillings between the ribs and plates fill in solid with single pieces, or are they in short lengths of various thicknesses? \_\_\_\_\_  
Do the holes for rivetting plate to frames, lining pieces, or plate to plate, &c., conform well to each other? \_\_\_\_\_ and are the rivet holes well and sufficiently countersunk in the outer plate? \_\_\_\_\_  
Are there any rivets which either break into or have been put through the seams or butts of the plating? \_\_\_\_\_

Her Masts, Yards, &c., are in \_\_\_\_\_ condition, and sufficient in size and length.

| She has SAILS.   |                          | CABLES, &c.               |                  | ANCHORS, and their weights. |               |
|------------------|--------------------------|---------------------------|------------------|-----------------------------|---------------|
| N <sup>o</sup> . |                          |                           | Fathoms. Inches. | N <sup>o</sup> .            | Weight.       |
|                  | Fore Sails,              | Chain .....               |                  |                             | Bower, .....  |
|                  | Fore Top Sails,          | Hempen Stream Cable ..... |                  |                             |               |
|                  | Fore Topmast Stay Sails, | Hawser .....              |                  |                             | Stream, ..... |
|                  | Main Sails,              | Towlines .....            |                  |                             |               |
|                  | Main Top Sails,          | Warp .....                |                  |                             | Kedge, .....  |
| and              |                          | All of _____ quality.     |                  |                             |               |

Her Standing and Running Rigging \_\_\_\_\_ sufficient in size and \_\_\_\_\_ in quality.

She has \_\_\_\_\_ Long Boat and \_\_\_\_\_

The present state of the Windlass is broken Capstan \_\_\_\_\_ and Rudder \_\_\_\_\_ Pumps \_\_\_\_\_

**General Remarks, Statement and Date of Repairs, extent of corrosion (if any) both internally and externally, and condition of rivets.**

DATES of Surveys held while building, as per Section 17. { 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 \_\_\_\_\_  
3rd. When the beams were in and fastened, and before the decks were laid \_\_\_\_\_  
4th. When the ship was complete, and before the plating was finally coated \_\_\_\_\_  
5th. After the ship was launched \_\_\_\_\_

In what manner are the surfaces preserved from oxidation?

I am of opinion this Vessel should be classed \_\_\_\_\_

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

Special .....£ : :

Certificate (if required) .....£ : :

Committee's Minute \_\_\_\_\_ 18 \_\_\_\_\_

Character assigned \_\_\_\_\_



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