

Foundation

from the original thickness. The Chain Cables hauled from the lockers and ranged on Deck for examination. 300 fathoms of 2 in & 1 1/8 in Chain. On Iron Windlafs.

Renewed owing to damage or defect. Several floor-plates and reverse frames. Collision bulkhead strengthened & plates shifted.

Starboard side 7 outside plates in flat of bottom, and 27 plates on the outside above.

Port side 28 outside plates, all the new plates being the same thickness as the original or above.

New Pins & one plate on the Rudder.

The bottom Painted and coated & recoated inside.

This vessel has had a Spar Deck put on her since being built (in about 1857) the frames 18 in apart rivetted to knees or knee plates on main Deck stringer plate, and a new Upper Deck of 4 in Yellow Pine in 1865, one of the Bilge shake on both sides has also been doubled all fore & aft since built.

She was originally Classed A1 in the Register Book. The frames in Midships are 5 x 3 x 8 1/16 as required by Rule for 50 feet, for a length of 100 ft they are 4 x 3 x 8 1/16 & the remainder are 4 x 3 x 7 1/16 & spaced 18 in apart. The Rules admitting 24 in apart. The Reverse frames are heavier than required by the Rules being 3 1/2 x 5 x 8 1/16 instead of 3 x 3 x 8 1/16. The Keel Stern & Sternpost are much heavier than required by the Rules. The Gunbricks are 1 3/16 thick the Rules 1 1/16. The bottom plating 1 1/16. The Deck 9/16, and from the upper part of Bilge to Sheerstroke the plating is 8/16 the Rules requiring 7/16. But there is a strake of plating at Bilge doubled its entire length, and one strake of Plate 1 1/16, and the main Sheerstroke is 1 2/16 the Rules requiring 1 1/16 only for the latter. Above the main Sheerstroke the topside plating is 8/16 the Rules requiring 7/16, but the Spar Deck Sheerstroke is 1/16 less than required. The frames of the Spar Deck are fitted with strong bracket plates on the main Deck stringer at every frame, and still further strengthened by bracket knees below the stringer. 5 partial bulkheads on each side in the tween Decks and 4 Iron transverse bulkheads extend across the ship from the Spar Deck downwards giving great transverse rigidity to the vessel. The Spar Deck stringer is in accordance with the Rules. The main Deck stringer plate is 24 in x 8 1/16. The Rules requiring 31 x 10 1/16, and the lower Deck stringer is 24 x 8 1/16. The Rules requiring 23 x 9 1/16.

The Keelson Angles are 3 x 3 x 8 1/16 the Rules requiring 5 x 4 x 9 1/16, but there is a plate Keelson at the Bilge 12 x 8 1/16 with double angle iron on the outer and inner edges, which has been fitted since the vessel was built, & two intercostal Keelsons on each side when built.

It is submitted that considering the thickness of bottom plating, the very close spacing of the frames, and the number of Iron Bulkheads and partial Bulkheads of this vessel she appears to be worthy of the favourable consideration of the Committee to be Classed 90 A1 Spar Decked and Marked SS 223-1874.

Leahouse Martindale
James Morrison



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