

IRON SHIPS.

No. 13508 Survey held at London Date Oct^r 16th Jan'y Augt 16th 1865

on the Screw Steamer Brigliggill, NORSEMAN Master Coxwell.

Tonnage Gross 1244, 83 Engine Room 284, 62 Register 960, 21 Built at London

When Built 1865 Launched 10th July By whom built C. Langley

Owners Union Steam Shipping Company Port belonging to Southampton Destined Voyage

If Surveyed Afloat or in Dry Dock Deptford Green Yard.

Length aloft		Extreme Breadth		Depth from top of Upper Deck		Beam to top of Floor		Power of Engines		Horse Power	
Feet	Inches	Feet	Inches	Feet	Inches	Feet	Inches	H.P.	Boiler	Engines	Boiler
254		32				16	6 1/2	16	3	16	3
<p>Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft <u>21</u></p> <p>Floors, Size of Angle Iron, and No. <u>1</u> at bottom of Floor Plate <u>5</u> <u>3</u> <u>7/16</u> <u>4 1/2</u> <u>3</u> <u>8/16</u></p> <p>depth and thickness of Floor Plate at mid line <u>25</u> <u>mis</u> <u>10/16</u> <u>26</u> <u>-</u> <u>9/16</u></p> <p>depth and thickness of Floor Plate at Bilge Keelson <u>10</u> <u>12</u> <u>10/16</u> <u>-</u> <u>9/16</u></p> <p>Size of Reversed Angle Iron, and No. at top of Floor Plate <u>2</u> <u>3</u> <u>7/16</u> <u>3</u> <u>3</u> <u>7/16</u></p> <p>Frames, Size of Angle Iron, single or double <u>5</u> <u>3</u> <u>7/16</u> <u>4 1/2</u> <u>3</u> <u>8/16</u></p> <p>Reversed Iron, <u>N</u> to every frame or every other frame <u>2</u> <u>2</u> <u>7/16</u> <u>3</u> <u>3</u> <u>7/16</u></p> <p>Revers Deck (No. <u>6</u>) double Angle Iron <u>7</u> <u>by</u> <u>7/16</u> <u>8</u> <u>by</u> <u>8/16</u></p> <p>Plate or Bulb Iron <u>8 1/2</u> <u>by</u> <u>9/16</u> <u>8</u> <u>by</u> <u>8/16</u></p> <p>double or single Angle Iron on upper edge <u>3 1/2</u> <u>3 1/2</u> <u>6/16</u> <u>2</u> <u>2</u> <u>6/16</u></p> <p>average space between <u>42</u> <u>inches</u> <u>-</u> <u>-</u> <u>42</u> <u>mis</u></p> <p>if wood (No. <u>-</u>) sided & moulded <u>-</u> <u>-</u> <u>-</u> <u>-</u> <u>-</u> <u>-</u></p> <p>Hold, or Lower Deck (No. <u>65</u>) double Angle Iron, Plate or Bulb Iron <u>8 1/2</u> <u>by</u> <u>9/16</u> <u>8</u> <u>by</u> <u>8/16</u></p> <p>double or single Angle Iron on upper edge <u>3</u> <u>3</u> <u>6/16</u> <u>2</u> <u>2</u> <u>6/16</u></p> <p>average space between <u>42</u> <u>mis</u> <u>-</u> <u>-</u> <u>42</u> <u>mis</u></p> <p>if wood (No. <u>-</u>) sided & moulded <u>-</u> <u>-</u> <u>-</u> <u>-</u> <u>-</u> <u>-</u></p> <p>Paddle, wood, sided and moulded, or if Iron, size of Plate <u>-</u> <u>-</u> <u>-</u> <u>-</u> <u>-</u> <u>-</u></p> <p>Engine <u>-</u> <u>-</u> <u>-</u> <u>-</u> <u>-</u> <u>-</u></p> <p>Keelson, single plate, <u>box</u> or intercostal <u>32</u> <u>mis</u> <u>clay</u> <u>7 1/2</u> <u>by</u> <u>10/16</u></p> <p>Size of Plates <u>7 1/2</u> <u>by</u> <u>10/16</u> <u>7 1/2</u> <u>by</u> <u>10/16</u></p> <p>Size of Angle Irons <u>5</u> <u>by</u> <u>4</u> <u>9/16</u> <u>20</u> <u>by</u> <u>10/16</u></p> <p>Ditto Bilge (No. <u>two</u>) <u>5</u> <u>by</u> <u>4</u> <u>angle iron with an intercostal bulb plate between</u> <u>8 1/2</u> <u>by</u> <u>10/16</u></p> <p>Transoms, material <u>iron plate</u> or, if none, in what manner compensated for. <u>-</u> <u>-</u> <u>-</u> <u>-</u> <u>-</u> <u>-</u></p> <p>Knight-heads, and Hawse Timbers <u>Eng^r Oak Hawse bolts with iron plates</u> <u>-</u> <u>-</u> <u>-</u> <u>-</u> <u>-</u> <u>-</u></p> <p>The Frames or Ribs extend in one length from <u>Keel to Gunwale</u> rivetted through plates with (7/8 in.) rivets, about (6 to 8") apart.</p> <p>The reverse angle irons on the floors extend in one length across the middle line from <u>side</u> to <u>side</u> and up to spirketting plate and alternately to spar deck stringer</p> <p>on the frames <u>-</u> <u>-</u> <u>-</u> <u>-</u> <u>-</u> <u>-</u></p> <p>from <u>Keel</u> to <u>Gunwale</u></p> <p>Keelson, how are the various lengths of plates or angle irons connected? <u>by reversed angle irons and a flat plate on the top of floor</u></p> <p>Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets (7/8 in.) diameter averaging (3 1/2 in.) from centre to centre of rivet.</p> <p>Edges from Garboards to upper part of bilge, worked carvel with a lining piece (1/16 in.) thick, or clencher, double or single rivetted; rivets (7/8 in.) diameter, averaging (3 1/2 in.) from centre to centre of rivets.</p> <p>Butts from Keel to turn of bilge, worked carvel with a lining piece (1/16 in.) thick, double or single rivetted; rivets (7/8 in.) diameter, averaging (3 1/4 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></p> <p>Edges from bilge to sheerstrake, worked carvel with a lining piece (1/16 in.) thick, or clencher, double or single rivetted; rivets (7/8 in.) diameter, averaging (3 1/4 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></p> <p>Edge of Sheerstrake, double or single rivetted? <u>-</u></p> <p>Butts from bilge to planksheers, worked carvel with a lining piece (1/16 in.) thick, double or single rivetted; rivets (7/8 in.) diameter averaging (3 1/4 in.) from centre to centre of rivets. Breadth of laps in double rivetting (4 1/2 in.) Breadth of laps in single rivetting (4 in.)</p> <p>Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted? <u>double</u></p> <p>Planksheer, how secured to the plating of the sides <u>Explain by sketch</u></p> <p>Waterway <u>-</u> <u>-</u> <u>-</u> <u>-</u> <u>-</u> <u>-</u></p> <p>Deck Beams, how secured to the side? <u>by forged ends</u></p> <p>Hold or Lower Deck <u>-</u> <u>-</u> <u>-</u> <u>-</u> <u>-</u> <u>-</u></p> <p>Paddle <u>-</u> <u>-</u> <u>-</u> <u>-</u> <u>-</u> <u>-</u></p> <p>No. of breasthooks <u>three</u> crutches <u>two</u> plates how are pointers compensated? <u>by ribs cross plated</u></p> <p>What description of iron is used for the angle iron and plate iron in the vessel? <u>middle tier</u></p> <p>Builder's Signature <u>C. Langley</u></p>											

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Workmanship. Are the lands or laps of the clenchwork in all cases in breadth at least two 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? yes
Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies? well
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 rivetting plate to frames, lining pieces, or plate to plate, &c., conform well to each other? well and are the rivet holes well and sufficiently countersunk in the outer plate? well countersunk
Are there any rivets which either break into or have been put through the seams or butts of the plating? none seen

Brig. ² Both masts are alike 20m diam at the head. 29m at the Part reef 3/4 thick. plates 10ft long, three feet
Her Masts, Yards, &c., are in good condition, and sufficient in size and length. well shipped and double lashed
Yards of Oregon Pine. She has SAILS CABLES, &c. ANCHORS, and their weights.

Brig	Sails	22 No.	N ^o .			Fathoms.	Inches.		N ^o .	Weight.
			1	Fore Sails,	Chain	386	1 1/2	Bower,	3	35 1/2
			2	Fore Top Sails,	Hempen Stream Cable	165	1 1/2		1	32 -
			2	Fore Topmast Stay Sails,	Hawser	100	9 mm	Stream,	1	16
			1	Main Sails,	Towlines	126	6			
			2	Main Top Sails,	Warp	180	5	Kedge,	1	14
				and <u>well found</u>	All of quality.	156	4			

Her Standing and Running Rigging is sufficient in size and good in quality.

She has no Long Boat and two others.

The present state of the Windlass is efficient Capstan Patent and Rudder efficient Pumps efficient
5 1/2 at the head and fitted in a sluffing box.

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 Oct^r 1864
2nd. On the plating during the progress of rivetting in the present time
3rd. When the beams were in and fastened, and before the decks were laid Nov^r 1865
4th. When the ship was complete, and before the plating was finally coated on whole under Spec^l Survey
5th. After the ship was launched

*She is a strong well built vessel, and as will be seen by the references on the other side, is built in accordance with the Rules, also to the recommendations as per letter of the 15th Sep^r 1864. She is fitted with two water tight decks, at each end, on Orlop Beams, with iron trunks, extending to the middle deck.
^{*}Plates 3/4 thick. ¹ see the enclosed sketch.*

In what manner are the surfaces preserved from oxidation? by red lead and other paint.

I am of opinion this Vessel should be classed A.

The amount of the Fee£ 5: - is received by me, 21st 74

Special£ 72: 5 redesignated

Certificate (if required)£ : :

Committee's Minute 18

Character assigned

Samuel Watson



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