

IRON SHIP.

No. 6400 Survey held at Greenock Date, First Survey 13th March 1844 Last Survey 25th January 1845

On the Ship Niobe Master Ralston

TONNAGE under Tonnage Deck } <u>1382.92</u>	ONE, OR TWO DECKED, THREE DECKED VESSEL.	Built at <u>Greenock</u>
Ditto of Third, Spar, or Awning Deck. } <u>91.32</u>	SPAR, OR AWNING DECKED VESSEL.	When built <u>1844</u> Launched <u>21st December 1844</u>
Ditto of Poop, as Raised (or not) } <u>13.55</u>	HALF BREADTH (moulded) <u>19</u> Feet.	By whom built <u>R. Steele & Co.</u>
Ditto of Houses on Deck } <u>54.33</u>	DEPTH from upper part of Keel to top of Upper Deck Beams <u>24.83</u>	Owners <u>Bain & Johnston</u> <u>Vide Libr</u>
Ditto of Forecastle } <u>1542.12</u>	GIRTH of Half Midship Frame (as per Rule) <u>34.58</u>	Port belonging to <u>Greenock</u> <u>3/8/45</u>
Gross Tonnage } <u>1542.12</u>	1st NUMBER <u>81.41</u>	Destined Voyage <u>Australia</u>
Less Crew Space } <u>43.39</u>	1st NUMBER, if a THREE-DECKED VESSEL [deduct 7 feet]	Surveyed while Building, Afloat, or in Dry Dock.
Less Engine Room } <u>11468.43</u>	LENGTH <u>240.</u>	
Register Tonnage as cut on Beam } <u>11468.43</u>	2nd NUMBER <u>19.538</u>	
	PROPORTIONS—Breadths to Length <u>6.313</u>	
	Depths to Length—Upper Deck to Keel <u>9.665</u>	
	Main Deck ditto <u>9.665</u>	

LENGTH on deck as per Rule 240 0 Feet. Inches. BREADTH Moulded... 38 0 Feet. Inches. DEPTH top of Floors to Upper Deck Beams... 22 8 Feet. Inches. Power of Engines Horse. N° of Decks with flat laid Two N° of Tiers of Beams Two

	Inches in Ship	Inches per Rule	Inches in Ship	Inches per Rule	Inches in Ship	Inches per Rule	Inches in Ship	Inches per Rule
KEEL, depth and thickness	9 1/2 x 2 1/2	9 1/2 x 2 1/2	9 1/2 x 2 1/2	9 1/2 x 2 1/2	9 1/2 x 2 1/2	9 1/2 x 2 1/2	9 1/2 x 2 1/2	9 1/2 x 2 1/2
STEM, moulding and thickness	9 x 2 1/2	9 x 2 1/2	9 x 2 1/2	9 x 2 1/2	9 x 2 1/2	9 x 2 1/2	9 x 2 1/2	9 x 2 1/2
STERN-POST for Rudder do. do.	9 x 2 1/2	9 x 2 1/2	9 x 2 1/2	9 x 2 1/2	9 x 2 1/2	9 x 2 1/2	9 x 2 1/2	9 x 2 1/2
Distance of Frames from moulding edge to moulding edge, all fore and aft	24	(Class 100A)	24	(Class 100A)	24	(Class 100A)	24	(Class 100A)
FRAMES, Angle Iron, for 1/2 length amidships	5 3/4 x 3 1/2	5 3/4 x 3 1/2	5 3/4 x 3 1/2	5 3/4 x 3 1/2	5 3/4 x 3 1/2	5 3/4 x 3 1/2	5 3/4 x 3 1/2	5 3/4 x 3 1/2
Do. for 1/4 at each end	5 3/4 x 3 1/2	5 3/4 x 3 1/2	5 3/4 x 3 1/2	5 3/4 x 3 1/2	5 3/4 x 3 1/2	5 3/4 x 3 1/2	5 3/4 x 3 1/2	5 3/4 x 3 1/2
REVERSED FRAMES, Angle Iron	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	2 1/2 x 10	2 1/2 x 10	2 1/2 x 10	2 1/2 x 10	2 1/2 x 10	2 1/2 x 10	2 1/2 x 10	2 1/2 x 10
thickness at the ends of vessel	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2
depth at 3/4 the half-bdth. as per Rule	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2
height extended at the Bilges	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2
BEAMS, Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	9 1/2	9	9	9	9	9	9	9
Single or double Angle Iron on Upper edge	4 1/2 x 3	4 1/2 x 3	4 1/2 x 3	4 1/2 x 3	4 1/2 x 3	4 1/2 x 3	4 1/2 x 3	4 1/2 x 3
Average space	48	48	48	48	48	48	48	48
BEAMS, Main, or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	9 1/2	9	9	9	9	9	9	9
Single or double Angle Iron on Upper Edge	4 1/2 x 3	4 1/2 x 3	4 1/2 x 3	4 1/2 x 3	4 1/2 x 3	4 1/2 x 3	4 1/2 x 3	4 1/2 x 3
Average space	48	48	48	48	48	48	48	48
BEAMS, Lower Deck, Hold, or Orlop Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	9 1/2	9	9	9	9	9	9	9
Single or double Angle Iron on Upper Edge	4 1/2 x 3	4 1/2 x 3	4 1/2 x 3	4 1/2 x 3	4 1/2 x 3	4 1/2 x 3	4 1/2 x 3	4 1/2 x 3
Average space	48	48	48	48	48	48	48	48
KEELSONS Centre line, single or double plate, box or intercostal, Plates	1 1/2 x 13	1 1/2 x 13	1 1/2 x 13	1 1/2 x 13	1 1/2 x 13	1 1/2 x 13	1 1/2 x 13	1 1/2 x 13
Rider Plate	9	10	9	10	9	10	9	10
Bulb Plate to Intercostal Keelson	5 1/2 x 4	5 1/2 x 4	5 1/2 x 4	5 1/2 x 4	5 1/2 x 4	5 1/2 x 4	5 1/2 x 4	5 1/2 x 4
Angle Irons	5 1/2 x 4	5 1/2 x 4	5 1/2 x 4	5 1/2 x 4	5 1/2 x 4	5 1/2 x 4	5 1/2 x 4	5 1/2 x 4
Double Angle Iron Side Keelson	23	8	23	8	23	8	23	8
Side Intercostal Plate	5 1/2 x 4	5 1/2 x 4	5 1/2 x 4	5 1/2 x 4	5 1/2 x 4	5 1/2 x 4	5 1/2 x 4	5 1/2 x 4
do. Angle Irons	5 1/2 x 4	5 1/2 x 4	5 1/2 x 4	5 1/2 x 4	5 1/2 x 4	5 1/2 x 4	5 1/2 x 4	5 1/2 x 4
Attached to outside plating with angle iron	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2
BILGE Angle Irons	5 1/2 x 4	5 1/2 x 4	5 1/2 x 4	5 1/2 x 4	5 1/2 x 4	5 1/2 x 4	5 1/2 x 4	5 1/2 x 4
do. Bulb Iron	5 1/2 x 4	5 1/2 x 4	5 1/2 x 4	5 1/2 x 4	5 1/2 x 4	5 1/2 x 4	5 1/2 x 4	5 1/2 x 4
do. Intercostal plates riveted to plating for length	5 1/2 x 4	5 1/2 x 4	5 1/2 x 4	5 1/2 x 4	5 1/2 x 4	5 1/2 x 4	5 1/2 x 4	5 1/2 x 4
ICE STRINGERS Angle Irons	5 1/2 x 4	5 1/2 x 4	5 1/2 x 4	5 1/2 x 4	5 1/2 x 4	5 1/2 x 4	5 1/2 x 4	5 1/2 x 4
Intercostal plates riveted to plating for length	5 1/2 x 4	5 1/2 x 4	5 1/2 x 4	5 1/2 x 4	5 1/2 x 4	5 1/2 x 4	5 1/2 x 4	5 1/2 x 4
SIDE STRINGER Angle Irons in lower Deck	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3

Transoms, material. Knight-heads. Hawse Timbers. Spon
Windlass Spon Patent Pall Bitt

The FRAMES extend in one length from Keel to Gunwale Riveted through plates with 4/8 in. Rivets, about 1 apart.
The REVERSED ANGLE IRONS on floors and frames extend amidships middle line to above Hold Beam Stringer and to Main Deck 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 1 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 7/8 in. diameter, averaging 3 1/4 ins. from centre to centre.
Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 7/8 in. diameter averaging 3 1/4 ins. from centre to centre.
Butts of three Strakes at Bilge for half length, treble riveted with Butt Straps 1/16 thicker than the plates they connect.
Edges from bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 7/8 in. diameter, averaging 3 1/4 ins. from cr. to cr.
Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 7/8 in. diameter, averaging 3 1/4 ins. from cr. to cr.
Edges of Main Sheerstrake, double or single riveted. Upper Sheerstrake, double or single riveted.
Butts of Main Sheerstrake, treble riveted for half length amidships. Butts of Upper or Spar Sheerstrake, treble riveted — length amidships.
Butts of Main Stringer Plate, treble riveted for half length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for — length.
Breadth of laps of plating in double riveting 5 1/4 Breadth of laps of plating in single riveting —

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted?
Waterway, how secured to Beams Spon (Explain by Sketch, if necessary.)
Beams of the various Decks, how secured to the sides? Beam ends turned down No. of Breasthooks, 5 Crutches, 5
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Best
Manufacturer's name or trade mark, Angles-Coats / Plates-Connell.

The above is a correct description.
Builder's Signature, Robert Steele & Co. Surveyor's Signature, James Ralston
Surveyor to Lloyd's Register of British and Foreign Shipping.

