

IRON SHIP.

No. 6433 Survey held at Greenock Date, First Survey 16 October 1844 Last Survey 18 March 1845

On the Barkantine "Parthenia" Master George Pearce

TONNAGE under Tonnage Deck 247.63 ONE, OR TWO DECKED, THREE DECKED VESSEL.

Ditto of Third, Spar, or Awning Deck 3.40 SPAR, OR AWNING DECKED VESSEL.

Ditto of Poop, or Raised Or. Dk. 13.68 HALF BREADTH (moulded) 12 Feet.

Ditto of Houses on Deck 264.41 DEPTH from upper part of Keel to top of Upper Deck Beams 13.45

Ditto of Forecastle 15.43 GIRTH of Half Midship Frame (as per Rule) 22.25

Gross Tonnage 249.28 1st NUMBER 48

Less Crew Space 249.28 1st NUMBER, if a THREE-DECKED VESSEL [deduct 7 feet]

Less Engine Room 249.28 LENGTH 131

Register Tonnage as cut on Beam 249.28 2nd NUMBER 6288

PROPORTIONS—Breadths to Length 5.14

Depths to Length—Upper Deck to Keel 9.52

Main Deck ditto 9.52

Built at Greenock

When built 1844:45 Launched 13 March 1845

By whom built J. & Scott

Owners James M. Goodyear & Steel

Port belonging to Liverpool

Destined Voyage Porto Rico

Is Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule 131.0 BREADTH Moulded 24.0 DEPTH top of Floors to Upper Deck Beams 12.55 Power of Engines 2 No. of Decks with flat laid One No. of Tiers of Beams One

Dimensions of Ship per Register, length, 138.8 breadth, 24.15 depth, 12.25

KEEL, depth and thickness 4 x 13
STEM, moulding and thickness 6 1/2 x 13
STERN-POST for Rudder do. do. 6 1/2 x 13
for Propeller 21
Distance of Frames from moulding edge to moulding edge, all fore and aft 21 (Class 100.A)

FRAMES, Angle Iron, for 1/2 length amidships 3
Do. for 1/2 at each end 3
REVERSED FRAMES, Angle Iron 2 1/2
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships 14
thickness at the ends of vessel 5
depth at 3/4 the half-bdth. as per Rule 4
height extended at the Bilges 28

BEAMS, Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 6
Single or double Angle Iron on Upper edge 2 1/2
Average space 42
BEAMS, Main, or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 6
Single or double Angle Iron, on Upper Edge 2 1/2
Average space 42
BEAMS, Lower Deck, Hold, or Orlop Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 6
Single or double Angle Iron on Upper Edge 2 1/2
Average space 42

KEELSONS Centre line, single or double plate, box, or intercostal, Plates 10
Rider Plate 4
Bulb Plate to Intercostal Keelson 4
Angle Irons 3
Double Angle Iron Side Keelson 3
Side Intercostal Plate 3
do. Angle Irons 3
Attached to outside plating with angle iron 3
BILGE Angle Irons 3
do. Bulb Iron 3
do. Intercostal plates riveted to plating for length 3
BILGE STRINGER Angle Irons 3
Intercostal plates riveted to plating for length 6
SIDE STRINGER Angle Irons 3

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

The FRAMES extend in one length from Keel to Gunnwale
The REVERSED ANGLE IRONS on floors and frames extend across middle line to above side Stringer, and to Main Deck
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 in. diameter, averaging 5 ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 3/4 in. diameter, averaging 3 1/4 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 in. diameter averaging 3 1/4 ins. from centre to centre.

Butts of One Strakes at Bilge for half length, double 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 3/4 in. diameter, averaging 3 1/4 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 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, double riveted for half length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for half length.

Butts of Main Stringer Plate, double riveted for half length amidships. Breadth of laps of plating in double riveting 4 1/2 Breadth of laps of plating in single riveting 2 3/4

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Yes

Waterway, how secured to Beams Iron Gutter (Explain by Sketch, if necessary.)
Beams of the various Decks, how secured to the sides? Beam ends turned down No. of Breasthooks, 3 Crutches, 3

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Good
Manufacturer's name or trade mark, Dalzell Angle Iron Consett Plates

The above is a correct description.
Builder's Signature, James E. Scott Surveyor's Signature, H. B. Cold
Surveyor to Lloyd's Register of British and Foreign Shipping.

Flat Keel Plates, breadth and thickness 33
PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges of doubling at Bilge, or increased thickness, and length applied 6 1/4
fm up. part of Bilge to lr. edge of Sh'rstrake Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied from Mn. to Up. or Spar Dk. Sh'rstrake. Up. or Spar Dk Sh'rstrake, brdth & thickness 33
Butt Straps to outside plating, breadth & thickness 8
Lengths of Plating 8 spaces
Shifts of Plating, and Stringers 2
Gunnwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness 2
Angle Iron on ditto 3 x 3 x 6
Tie Plates fore and aft, outside Hatchways 9
Diagonal Tie Plates on Beams No. of Pairs 3
Planksheer material and scantling 3
Waterways do. do. 3
Flat of Upper Deck do. do. 3
How fastened to Beams 3
Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness 28
Is the Stringer Plate attached to the outside plating? Yes
Angle Irons on ditto, No. 3 x 3 x 6
Tie Plates, outside Hatchways 9
Diagonal Tie Plates on Beams, No. of pairs 3
Waterways materials and scantlings 3
Flat of Lower Deck do. do. 3
How fastened to Beams 3
Stringer Plates on ends of Lower Deck, Hold or Orlop Beams 3
Is the Stringer Plate attached to the outside plating? Yes
Angle Irons on ditto, No. 3
Stringer or Tie Plates, outside Hatchways 9
Flat of Lower Deck 3
Ceiling betwixt Decks, thickness and material 2 1/2
in hold do. do. 2 1/2
Main piece of Rudder, diameter at head 32
do. at heel 32
Can the Rudder be unshipped afloat? Yes
Bulkheads No. One Thickness of 4/16
Height up to Main Deck
How secured to sides of ship Double frames & head liners
Size of Vertical Angle Irons 2 1/2 x 2 1/2 x 3/4 and distance apart 30 ins.
Are the outside Plates doubled two spaces of Frames in length? Yes

IRON 460 - 0375

Workmanship. Are the butts of plating planed or otherwise fitted? Planed 14095
Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies? Yes
Are the fillings between the ribs and plates solid single pieces? Yes
Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? Yes
Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? Yes
Do any rivets break into or through the seams or butts of the plating? A few

Masts, Bowsprit, Yards, &c., are Spruce Wood in good condition, and sufficient in size and length. If of Iron or Steel give Scantlings of Plating, Angle Irons, &c., and further explain by a Sketch showing how the lower Masts and Bowsprit are constructed, showing the number of Plates and Angle Irons, mode of riveting, quality of Materials, and if stamped with Maker's name.

State also Length and Diameter of Lower Masts and Bowsprit Fore Mast 55' 6" dia 19". Main 69' 1/2" dia 19". Mizzen 70' 6" dia 17". Bowsprit 26' dia 19".

Fore Mast in two plates 5/16 tapered to 4/16. edges double riveted, butts treble riveted, with the straps outside, Bowsprit in two plates 5/16 throughout and two angle irons in each 3 x 3 x 6/16 all throughout. plates doubled in way of wedging.
Other Masts & Spars of Wood.

Tonnage		for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Length & Size req'd per Rule.	Test req'd per Rule.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate	W'ght req'd per Rule.	Test req'd per Rule.	
200		249					165' 1/2" 146	20 20	Bowers	3 1/2	1482	9" 2" 24	11" 15" 2" 14	8" 1" 0	10 20
N ^o .	SAILS.	CABLES, &c.	Chain	16 1/4	1 1/2	1 1/8	22 3/4 x 3 1/8	146	20 20	3 1/2	1482	9" 2" 24	11" 15" 2" 14	8" 1" 0	10 20
1	Fore Sails	where Test, Date, & name of Sup'r made	Tipton	Proving House. - 8 th February 1845.											
1	Fore Top Sails		Samuel Megerenna Superintendent												
2	Fore Tonnage														
	Stay Sails	Hmpn Strm Cbl													
1	Main Sails	Hayser ...	90	5 1/2			6 1/2								
1	Main Top Sails	Towlines ...	90	4			4								
and others as usual		Warp ...	90	4 1/2			4								
		quality good													

Standing and Running Rigging Wire & Hempen sufficient in size and good in quality. She has One Long Boat and One others

The Windlass is Harfield's Patent Capstan Winch and Rudder Efficient Pumps 2 Metal

Engine Room Skylights. How constructed? How secured in ordinary weather?

What arrangements for deadlights in bad weather? How are lids secured? Height above deck?

Coal Bunker Openings. How constructed? How are lids secured? Height above deck?
Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? Ports & Scuppers

Cargo Hatchways. How formed? Spruce Plankings
State size Main Hatch 20' 3" x 10' 3" Forehatch 5' 6" x 5' 0" Quarterhatch 5' 3" x 5' 0"

If of extraordinary size, state how framed and secured?
What arrangement for shifting beams? One at Main Hatch

Hatches, If strong and efficient? Yes

Order for Special Survey No. <u>421</u>	DATES of SURVEYS held while building as per Section 18.	1st. On the several parts of the frame, when in place, and before the plating was wrought	<u>Built under S. S. and surveyed 1874 - October 16.</u>
Date <u>30 Sept. 1874</u>		2nd. On the plating during the process of riveting	<u>November 14, 18, 24, 25, 26, December 2, 4, 11, 14.</u>
Order for Ordinary Survey No. <u>2</u>		3rd. When the beams were in and fastened, and before the decks were laid....	<u>23, 31. 1875 - Jan'y 14, 29. February 2, 10, 16, 19.</u>
Date <u>✓</u>		4th. When the ship was complete, and before the plating was finally coated or cemented...	<u>March 1, 4, 10, 14, 18</u>
No. <u>4</u> in builder's yard.		5th. After the ship was launched and equipped	

General Remarks (State quality of workmanship, &c.) This vessel has been built in conformity with the Rules and midship section herewith appended. The hull straps to the outside stakes of plating B and F are treble riveted, and in way of the Masts there are three pairs of diagonal pie plates fitted. The materials used in her construction are of good quality, and the workmanship is good. The Outfit has been supplied by the Owner and is regulated by tonnage.

State if one, two, or three, decked vessel, or if open, or awning decked; and the lengths of fore, forecabin, or raised quarter deck, and the length of double, or part double bottom

How are the surfaces preserved from oxidation? Inside Portland Cement so above Bilges Red Lead Outside 3 Coats of Paint & one of Composition on Bottoms.

Am of opinion this Vessel should be Classed 100 A.1.

The amount of the Entry Fee ... £ 3: 0: 0 is received by me, Mon March 1875
Special ... £ 12: 9: 0
Certificate ... £ 9: 0: 0
(Travelling Expenses, if any, £ 15: 9: 0)

Committee's Minute 23rd March 1875

Character assigned 100 A.1.

This vessel appears eligible to be classed 100 A.1. as recommended.
The equipment has been supplied according to tonnage by the Owners
1 Deck. 22/3/75