

IRON SHIP.

No. 6454 Survey held at Port Glasgow Date, First Survey 16th October 1844 Last Survey 9th April 1845

On the New Steamer "Fernandez Rany" Master Don Pedro Vies Borrero

ONE, OR TWO DECKED, THREE DECKED VESSEL. SPAR OR AWNING DECKED VESSEL. Built at Port Glasgow

When built 1844:45 Launched 21st Feb 1845

By whom built Blackwood & Gordon

Owners Wm R Cruickshanks & Co

Port belonging to Santander

Destined Voyage Santander

Surveyed while Building, Afloat, or in Dry Dock

Register Tonnage as out on Beam 109.20

LENGTH on deck as per Rule 129.0 BREADTH Moulded 19.0 DEPTH top of Floors to Upper Deck 9.64 Power of Engines 30 No. of Decks with flat laid One No. of Tiers of Beams One

Dimensions of Ship per Register, length, 133.1 breadth, 19.1 depth, 9.5

KEEL, depth and thickness 6 x 12 6 1/2 x 14 STEM, moulding and thickness 6 x 12 6 x 14 STERNPOST for Rudder do. do. 6 x 22 6 x 22 Distance of Frames from moulding edge to moulding edge, all fore and aft 21 (Class 90A)

FRAMES, Angle Iron, for 1/2 length amidships 3 2 1/2 4 3 2 1/2 4 Do. for 1/4 at each end 3 2 1/2 4 3 2 1/2 4

REVERSED FRAMES, Angle Iron 2 1/2 2 1/2 4 2 1/2 2 1/2 4 FLOORS, depth and thickness of Floor Plate 1 1/2 5 1 1/2 5 thickness at the ends of vessel 6 5 1/2 4 depth at 1/2 the half-bdth. as per Rule 6 5 1/2 4 height extended at the Bilges 26 23

BEAMS, Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 5 3 4 4 1/2 4 Single or double Angle Iron on Upper edge 42 42 Average space 42

BEAMS, Main, or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 5 3 4 4 1/2 4 Single or double Angle Iron, on Upper Edge 42 42 Average space 42

BEAMS, Lower Deck, Hold, or Orlop Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 5 3 4 4 1/2 4 Single or double Angle Iron on Upper Edge 42 42 Average space 42

KEELSONS Centre line, single or double plate, 8 1/2 4 8 1/2 4 4 4 Rider Plate 6 1/2 6 6 1/2 6 6 6 Bulb Plate to Intercoastal Keelson 3 3 6 3 3 6 Double Angle Iron Side Keelson 3 3 6 3 3 6 Side Intercoastal Plate 4 4 4 4 4 4 do. Angle Irons 4 4 4 4 4 4 Attached to outside plating with angle iron

BILGE Angle Irons 3 3 6 3 3 6 do. Bulb Iron 5 1/2 5 4 1/2 4 4 4 do. Intercoastal plates riveted to plating for length

BILGE STRINGER Angle Irons 3 3 6 3 3 6 Intercoastal plates riveted to plating for length

SIDE STRINGER Angle Irons 3 3 6 3 3 6

Transoms, material. Knight-heads. Hawse Timbers. Iron

Windlass None Pall Bitt

The FRAMES extend in one length from Keel to Gunwale Riveted through plates with 5/8 in. Rivets, about 5 1/2 apart.

The REVERSED ANGLE IRONS on floors and frames extend across middle line to about turn of Bilge on every frame 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 1/8 in. diameter, averaging 4 1/4 ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 5/8 in. diameter, averaging 2 1/4 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 5/8 in. diameter averaging 2 1/4 ins. from centre to centre.

Butts of One Strakes at Bilge for half length, double riveted with Butt Straps 1 1/2 thicker than the plates they connect.

Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 5/8 in. diameter, averaging 2 1/4 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 5/8 in. diameter, averaging 2 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 Sheerstrake, treble riveted — length amidships.

Butts of Main Stringer Plate, double riveted for half length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for — length.

Breadth of laps of plating in double riveting 3 1/2 Breadth of laps of plating in single riveting 2 1/4

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

Waterway, how secured to Beams Iron Butts (Explain by Sketch, if necessary.)

Beams of the various Decks, how secured to the sides? Welded Pine plates No. of Breasthooks, 3 Crutches, 3

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Best

Manufacturer's name or trade mark, Plates - Carruth. Angles - Coalbridge

The above is a correct description.

Builder's Signature, Blackwood & Gordon Surveyor's Signature, H. J. Smith

Surveyor to Lloyd's Register of British and Foreign Shipping

IRON 461-0104

Are the butts of plating planed or otherwise fitted? *Yes*
Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good or 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 *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 *Light Pole Masts*

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Length & Size req'd per Rule.	Test req'd per Rule.	ANCHORS. N°.	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
N°.	SAILS.	CABLES, &c.									
One	Fore Sails,	Chain	45 1/2	4/8	13 1/2 x 20 1/2	11 1/2	Bowers	2351	5'0" x 20"	7'10" x 0"0"	4'20"
One	Fore Top Sails,	Nelburton Public Test - 4 th April 1845.						2350	5'0" x 18"	7'10" x 0"0"	4'20"
One	Fore Topmast Stay Sails	M. H. Reade Superintendent									
One	Main Sails,	Hmpn Strm Ch	90	6	6		Stream	1	1'3" x 25"	1'3" x 0"	
One	Main Top Sails,	Hawser ...	90	4	4		Kedges	1	1'0" x 10"	1'0" x 0"	
and		Towlines ...									
		Warp ...									
		quality <i>good</i>									

Standing and Running Riggings *Wire & Hempen* sufficient in size and *good* in quality. She has *One* Long Boat and *One* other
The Windlass is *Capstan* *Handfield* and Rudder *Patent Screw* Pumps *One for each Compartment*
Engine Room Skylights. — How constructed *Spon* *Hamings* *30" high* How secured in ordinary weather? *Quadrants*
What arrangements for deadlights in bad weather? *Tarpaulins*
Coal Bunker Openings. — How constructed? *Cast iron Rims & Lids* How are lids secured? *Self-locking* Height above deck? *Flush*
Scuppers, &c. — What arrangements for clearing upper deck of water, in case of shipping a sea? *Ports & Scuppers*

Cargo Hatchways. — How formed? *Spon* *Hamings*
State size Main Hatch *Forehatch* *10'6" x 4'0"* Quarterhatch *5'0" x 5'0"*
If of extraordinary size, state how framed and secured?
What arrangement for shifting beams?

Hatches, If strong and efficient? *Yes*
Order for Special Survey No. *114* Date *21 September 1844*
Order for Ordinary Survey No. *128* Date *1845*
No. *128* in builder's yard.
1st. On the several parts of the frame, when in place, and before the plating was wrought, *Built under S.S. and surveyed 1844. October 16, 19.*
2nd. On the plating during the process of riveting, *November 5, 19. 25. 30, December 14, 15, 18, 29.*
3rd. When the beams were in and fastened, and before the decks were laid, *1845. January 15, 25, February 1, 13, March 1, 13. April 5, 7, 9.*
4th. When the ship was complete, and before the plating was finally coated or cemented.
5th. After the ship was launched and equipped

General Remarks (State quality of workmanship, &c.) *This Vessel is Schooner rigged and has a Raised Quarter Deck, and Sunk Forecastle. She has been built in conformity with the Rules, and midship section herewith appended. The materials are of the best description, and the workmanship is very good.*

State if one, two, or three, decked vessel, or if open, or running decked; and the lengths of poop, forecastle, or raised quarter deck, and the length of double part double bottom. *Had 28ft 182ft Raised Quarter Deck 28ft*
How are the surfaces preserved from oxidation? Inside *Portland Cement* *16 above Bilges* *Red Lead* Outside *3 Coats of Red Lead* *Paint*
I am of opinion this Vessel should be Classed *90 A.1.*

The amount of the Entry Fee ... £ *2:0:0* is received by me, *M. H. Reade*
Special ... £ *8:11:0* *6th April 1875*
Certificate ... £ *0:0:0*
(Travelling Expenses, if any, £ *10:0:0*)
Committee's Minute *16th April 1875*
Character assigned *90 A.1.*
M. H. Reade
James Morrison
1875
Lloyd's Register Foundation