

IRON SHIP.

No. 2314 Survey held at Plymouth Date, First Survey 26th May 44 Last Survey 23rd June 45
On the Iron Sailing Ship "Majestic" Yard Number 89 Master James M. HallTONNAGE under Deck 1443.34
Ditto of Third, Spar, or Awning Deck 123.11
Ditto of Poop, or Raised Or. Dk. 11.44
Ditto of Houses on Deck 63.94
Ditto of Forecastle 1943.83
Gross Tonnage 89.81
Less Crew Space
Less Engine Room
Register Tonnage as cut on Beam 1884.02ONE, OR TWO DECKED, THREE DECKED VESSEL.
SPAR, OR AWNING-DECKED VESSEL.HALF BREADTH (moulded) 20.0 Feet.
DEPTH from upper part of Keel to top of Upper Deck Beams 26.83
GIRTH of Half Midship Frame (as per Rule) 40.54
1st NUMBER 84.40
1st NUMBER, if a THREE-DECKED VESSEL deduct 7 feet 77.40
LENGTH 262.0
2nd NUMBER 22.898
PROPORTIONS—Breadths to Length 6.55
Depths to Length—Upper Deck to Keel 9.46
Main Deck ditto 9.46Built at Plymouth
When built 1845 Launched 3rd May 45
By whom built Harland & Wolff
Owners J. P. B. & Co. Ltd.
Port belonging to Liverpool
Destined Voyage Calcutta via Suez
Surveyed while Building, Afloat, or in Dry Dock.LENGTH on deck as per Rule 262 Feet. 0 Inches. BREADTH Moulded 40 Feet. 0 Inches. DEPTH top of Floors to Upper Deck Beams 24 Feet. 6 Inches. Do. do. Main Deck Beams 16 Feet. 4 Inches. Power of Engines ... Horse. No. of Decks with flat laid 2 No. of Tiers of Beams 2Dimensions of Ship per Register, length 262.0 breadth 40.0 depth 24.8KEEL, depth and thickness 9 x 3 Inches in Ship. 10 x 2 3/4 Inches per Rule.
STEM, moulding and thickness 9 x 3 Inches in Ship. 10 x 2 3/4 Inches per Rule.
STERN-POST for Rudder do. do. 8 1/2 x 3 1/4 Inches in Ship. 10 x 2 3/4 Inches per Rule.
for Propeller 24 Inches in Ship. 24 Inches per Rule.
Distance of Frames from moulding edge to moulding edge, all fore and aft 24 Inches in Ship. 24 Inches per Rule.FRAMES, Angle Iron, for 1/2 length amidships Do. for 1/4 at each end 5 x 3 1/2 Inches in Ship. 5 x 3 1/2 Inches per Rule.
REVERSED FRAMES, Angle Iron 5 x 3 1/2 Inches in Ship. 5 x 3 1/2 Inches per Rule.FLOORS, depth and thickness of Floor Plate at mid line for half length amidships 25 x 10 Inches in Ship. 25 x 10 Inches per Rule.
thickness at the ends of vessel 9 1/2 x 8 Inches in Ship. 9 1/2 x 8 Inches per Rule.
depth at 1/4 the half-bdth. as per Rule 13 Inches in Ship. 13 Inches per Rule.
height extended at the Bilges 53 Inches in Ship. 53 Inches per Rule.BEAMS, Upper, Spar, or Awning Deck Single or double Angle Iron, Plate or Tee Bulb Iron 9 x 9 Inches in Ship. 9 x 9 Inches per Rule.
Single or double Angle Iron on Upper edge Publ Dec 3 1/2 x 3 1/2 Inches in Ship. 3 1/2 x 3 1/2 Inches per Rule.
Average space 48 Inches in Ship. 48 Inches per Rule.BEAMS, Main or Middle Deck Single or double Angle Iron, Plate or Tee Bulb Iron 10 x 10 Inches in Ship. 10 x 10 Inches per Rule.
Single or double Angle Iron on Upper Edge Publ Dec 3 1/2 x 3 1/2 Inches in Ship. 3 1/2 x 3 1/2 Inches per Rule.
Average space 48 Inches in Ship. 48 Inches per Rule.BEAMS, Lower Deck, Hold or Orlop Single or double Angle Iron, Plate or Tee Bulb Iron 10 x 10 Inches in Ship. 10 x 10 Inches per Rule.
Single or double Angle Iron on Upper Edge Publ Dec 3 1/2 x 3 1/2 Inches in Ship. 3 1/2 x 3 1/2 Inches per Rule.
Average space 48 Inches in Ship. 48 Inches per Rule.KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates 22 x 13 Inches in Ship. 19 x 13 Inches per Rule.
Rider Plate 13 x 10 Inches in Ship. 13 x 10 Inches per Rule.
Bulb Plate to Intercoastal Keelson 6 x 4 x 9 Inches in Ship. 6 x 4 x 9 Inches per Rule.
Angle Irons 6 x 4 x 9 Inches in Ship. 6 x 4 x 9 Inches per Rule.
Double Angle Iron Side Keelson 6 x 4 x 11 Inches in Ship. 6 x 4 x 11 Inches per Rule.
Side Intercoastal Plate (Main Plate) 6 x 4 x 4 Inches in Ship. 6 x 4 x 4 Inches per Rule.
do. Angle Irons 6 x 4 x 9 Inches in Ship. 6 x 4 x 9 Inches per Rule.
Attached to outside plating with angle iron NoneBILGE Angle Irons 6 x 4 x 11 Inches in Ship. 6 x 4 x 11 Inches per Rule.
do. Bulb Iron 6 x 4 x 11 Inches in Ship. 6 x 4 x 11 Inches per Rule.
do. Intercoastal plates riveted to plating for length 6 x 4 x 9 Inches in Ship. 6 x 4 x 9 Inches per Rule.BILGE STRINGER Angle Irons 6 x 4 x 9 Inches in Ship. 6 x 4 x 9 Inches per Rule.
Intercoastal plates riveted to plating for length 6 x 4 x 9 Inches in Ship. 6 x 4 x 9 Inches per Rule.SIDE STRINGER Angle Irons 6 x 4 x 9 Inches in Ship. 6 x 4 x 9 Inches per Rule.
Plate (Publ) 6 x 4 x 11 Inches in Ship. 6 x 4 x 11 Inches per Rule.Transoms, material. Knight-heads. Hawse Timbers. Iron
Windlass Gunheart Pall Bitt RonThe FRAMES extend in one length from middle line to Up. P. Hg. plate andThe REVERSED ANGLE IRONS on floors and frames extend from about middle line to Up deck stringer and to Up deck stringerKEELSONS. Are the various lengths of Plates and Angle Irons properly connected? Yes And butts properly shifted? YesPLATING. Garboard, double riveted to Keel, with rivets 1 1/8 in. diameter, averaging 5 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 3 Strakes at Bilge for half length, treble riveted with Butt Straps 7/16 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. on corner edgeButts of Main Sheerstrake, treble riveted for 1/2 length amidships. Butts of Upper or Spar Sheerstrake, treble riveted 2 1/2 length amidships.Butts of Main Stringer Plate, treble riveted for 1/2 length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for half length.Breadth of laps of plating in double riveting 5 1/2 Breadth of laps of plating in single riveting 3Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? YesWaterway, how secured to Beams Gun Waterway (Explain by Sketch, if necessary.)Beams of the various Decks, how secured to the sides? Iron turned and welded No. of Breasthooks, 5 Crutches, 4What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Wrought IronManufacturer's name or trade mark, Mosend, "Wochain" & H.C. Co. & "Womatte" & H.C. Co. & "Womatte" & H.C. Co.

The above is a correct description.

Builder's Signature, Harland & Wolff Surveyor's Signature, James M. HallFlat Keel Plates, breadth and thickness 36 x 12 Inches in Ship. 36 x 12 Inches required.
PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges of doubling at Bilge, or increased thickness, and length applied 3 1/2 length 12 x 11 Inches in Ship. 108 x 11 Inches required.
fin up. part of Bilge to Ir. edge of Sh'rstrake 114 x 12 Inches in Ship. 108 x 11 Inches required.
Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied from Mn. to Upr. or Spar Dk. Sh'rstrake. 41 x 13 Inches in Ship. 40 x 13 Inches required.
Up. or Spar Dk Sh'rstrake, brdth & thickness 41 x 13 Inches in Ship. 40 x 13 Inches required.
Butt Straps to outside plating, breadth & thickness 26 x 14 Inches in Ship. 26 x 14 Inches required.
Lengths of Plating 12 feet 10 feet
Shifts of Plating, and Stringers 4 feet 4 feet
Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness 48 x 11 Inches in Ship. 52 x 10 Inches required.
Angle Iron on ditto 5 x 5 x 9 Inches in Ship. 6 x 4 x 9 Inches required.
Tie Plates fore and aft, outside Hatchways 12 x 10 Inches in Ship. 12 x 10 Inches required.
Diagonal Tie Plates on Beams No. of Pairs, 13 12 x 10 Inches in Ship. 12 x 10 Inches required.
Planksheer material and scantling 3 3 3
Waterways do. do. 3 3 3
Flat of Upper Deck do. do. 4 1/2 4 1/2
How fastened to Beams 9.2. Nuts & Screws 4
Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness 33 x 9 Inches in Ship. 33 x 9 Inches required.
Is the Stringer Plate attached to the outside plating? Yes
Angle Irons on ditto, No. 12 4 x 4 x 9 Inches in Ship. 4 x 4 x 9 Inches required.
Tie Plates, outside Hatchways 5 1/2 x 9 9 x 9 9 x 9
Diagonal Tie Plates on Beams, No. of pairs 13 9 x 9 9 x 9
Waterways materials and scantlings 3 3 3
Flat of Middle Deck do. do. 3 1/2 3 1/2
How fastened to Beams 9.2. Nuts & Screws 4
Stringer Plates on ends of Lower Deck, Hold or Orlop Beams 33 x 9 Inches in Ship. 33 x 9 Inches required.
Is the Stringer Plate attached to the outside plating? Yes
Angle Irons on ditto, No. 12 4 x 4 x 9 Inches in Ship. 4 x 4 x 9 Inches required.
Stringer or Tie Plates, outside Hatchways 5 1/2 x 9 9 x 9 9 x 9
Flat of Lower Deck 3 1/2 3 1/2
Ceiling betwixt Decks, thickness and material 3 1/2 3 1/2 3 1/2
in hold do. do. 3 1/2 3 1/2 3 1/2
Main piece of Rudder, diameter at head 3 1/2 3 1/2
do. at heel 3 1/2 3 1/2
Can the Rudder be unshipped afloat? Yes
Bulkheads No. 13 Thickness of 7/16 4 4
Height up up to deck
How secured to sides of ship between double frames
Size of Vertical Angle Irons 4 1/2 x 3 1/2 and distance apart 20 ins.
Are the outside Plates doubled two spaces of Frames in length? Yes

IRON 462-0042

Workmanship. Are the butts of plating planed or otherwise fitted? *Hammered*
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? *No*

14674 Iron

Masts, Bowsprit, Yards, &c., are *all* 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 *For Mast 92' x 32 1/2" & Main Mast 91'6" x 32 1/2" in dia. plates 1/4" & 1/2".*
Angle iron 4 x 3 1/2" x 1/4". Nipen 58'3" x 28". plates 1/4" & 1/2". Angles 3 1/2" x 3 1/2" x 1/4". Bowsprit 42' x 30" plates 1/4" Angles 3 1/2" x 3 1/2" x 1/4". All of 3 plates & 3 angles, lands single. Butts, Quadruple, triple & double, & the straps are fitted on the outside. 3rd M. Com. mast 93' x 30 1/2" plates 1/4" & 1/2" Angles 3 1/2" x 3 1/2" x 1/4". Cross Deck 14'9" x 18 plates 1/4" & 1/2" Angles 3 1/2" x 3 1/2" x 1/4". Lower top rail 2d 83' x 18 1/2" plates 1/4" & 1/2" Angles 3 1/2" x 3 1/2" x 1/4". Butts of 3 plates and 3 angles, lands single, & Butts triple and double riveted.

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Length & Size req'd per Rule	Test req'd per Rule.	ANCHORS, &c.	N ^o .	Weight, Ex. Stock.	Test per Certificate.	Weight req'd per Rule.	Test req'd per Rule.
N ^o .	SAILS.	CABLES, &c.										
	Fore Sails,	Chain ...										
	Fore Top Sails,	(State Machine where Tested, Date, & name of Superintendent.)										
	Fore Topmast Stay Sails	Hmpt Strm Cbl										
	Main Sails,	Hawser ...										
	Main Top Sails,	Towlines ...										
		Warp ...										
		quality										

Standing and Running Rigging *Vic & Hempt* sufficient in size and *good* in quality. She has *one* Long Boat and *one* other.
The Windlass is *Good* Capstans *Good* and Rudder *Good* Pumps *Good and sufficient*

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

What arrangements for deadlights in bad weather?

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? *The large ports and Air scuppers on each side, also two long scuppers cut through the main beam, above gunwale angle iron as in "Star of Russia"*

Cargo Hatchways. How formed? *of plates and angle iron*

State size Main Hatch *20' x 11'* Fore hatch *8' x 4'6"* Quarter hatch *8' x 4'6"*

If of extraordinary size, state how framed and secured? *The Main hatch is reduced 8' at the fore end*

What arrangement for shifting beams? *the portable beam and one fore and aft beam.*

Hatches, If strong and efficient? *Yes*

Order for Special Survey No. *48* Date *15 May 44*

Order for Ordinary Survey No. Date

No. *89* in builder's yard.

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

2nd. On the plating during the process of riveting

3rd. When the beams were in and fastened, and before the decks were laid...

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 two decked vessel has been built under Special Survey, in accordance with the accompanying approved Section (with an additional shade of steel plating introduced) and in other respects with the Rules for the 100. A. Class with the exception that the Butts of the steel plating are arranged in a zigzag fashion which plan received (in this case) the sanction of the Committee (see Secretary's letter 18th May 1894).*

The equipment has at the Builder's request (with Owner's concurrence) been allowed by the Committee to be regulated by the Gross Tonnage instead of by the number per Section 39 of the Rules (see Secretary's letter of 21st June 1894).

The material and workmanship are of a very superior description, and the vessel is also very efficiently cemented. Provisions for preventing rust have been fitted, same as in sister ships "Belfast" & "Star of Russia", and two long scuppers (or ports) have been cut on each side in front of poop (similar to those cut in "Star of Russia") through the main beam immediately above gunwale angle iron, in order to clear the deck of water. She is fitted with donkey boiler and steam winch, with connections to Main pumps and Windlass.

State if one, two or three decked vessel, or if spar or awning decked, and lengths of poop, fore-castle, or raised quarter deck, or of double or part double bottom.

How are the surfaces preserved from oxidation? Inside *Cement and paint* Outside *Paint (patent)*

I am of opinion this Vessel should be Classed **100.A.1.*

The amount of the Entry Fee ... £ *5* : 0 : 0 is received by me *McN*

Special ... £ *4* : 6 : 6 *24/6* 187 *5*

Certificate ... *Gratis*

(Travelling Expenses) (if any) *0*

Committee's Minute *29th June 1875*

Character assigned *100A*

DM

2000

James M Neil