

# IRON SHIP.

6805 Survey held at Port Glasgow Date, First Survey 15<sup>th</sup> December 1844 Last Survey 2<sup>nd</sup> July 1845

the Screw Steamer Hibernian Master James Chapman

Tonnage under Tonnage Deck 269.83 ONE, OR TWO DECKED, THREE DECKED VESSEL.

Ditto of Third, Spar, or Awning Deck. 35.04 SPAR, OR AWNING DECKED VESSEL.

Ditto of 13.92 HALF BREADTH (moulded) 11.25

Ditto of Houses on Deck 15.41 DEPTH from upper part of Keel to top of Upper Deck Beams 12.81

Ditto of Forecastle 334.23 GIRTH of Half Midship Frame (as per Rule) 20.45

Less Engine Room 106.95 1st NUMBER 44.81

Less Crew Space 22.82 1st NUMBER, if a THREE-DECKED VESSEL 44.81

Less Engine Room 106.95 LENGTH 143.5

Register Tonnage 209.46 2nd NUMBER 6430

as out on Beam 209.46 PROPORTIONS—Breadths to Length 6.34

Depths to Length—Upper Deck to Keel 11.2

Main Deck ditto 11.2

Built at Port Glasgow When built 1844:45 Launched 25<sup>th</sup> May 1845

By whom built Henry Murray & Co

Owners Paul & Mackenzie

Port belonging to Dublin

Destined Voyage Coasting

Surveyed while Building, Afloat, or in Dry Dock

LENGTH on deck as per Rule 143.5 BREADTH Moulded 22.5 DEPTH top of Floors to Upper Deck 11.92 Power of Engines 44 N<sup>o</sup>. of Decks with flat laid One N<sup>o</sup>. of Tiers of Beams Two

Dimensions of Ship per Register, length, 145.3 breadth, 22.4 depth, 11.8

	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	6 1/2 x 1 1/2	4 x 1 1/2	6 1/2 x 1 1/2	4 x 1 1/2	6 1/2 x 1 1/2	4 x 1 1/2	6 1/2 x 1 1/2	4 x 1 1/2
STEM, moulding and thickness	6 x 1 1/2	6 1/2 x 1 1/2	6 x 1 1/2	6 1/2 x 1 1/2	6 x 1 1/2	6 1/2 x 1 1/2	6 x 1 1/2	6 1/2 x 1 1/2
STERN-POST for Rudder do. do.	6 x 3 1/2	6 1/2 x 3 1/2	6 x 3 1/2	6 1/2 x 3 1/2	6 x 3 1/2	6 1/2 x 3 1/2	6 x 3 1/2	6 1/2 x 3 1/2
Distance of Frames from moulding edge to moulding edge, all fore and aft	21	21	21	21	21	21	21	21
FRAMES, Angle Iron, for 1/2 length amidships	3 22 5	3 22 5	3 22 5	3 22 5	3 22 5	3 22 5	3 22 5	3 22 5
Do. for 1/2 at each end	3 22 4	3 22 4	3 22 4	3 22 4	3 22 4	3 22 4	3 22 4	3 22 4
REVERSED FRAMES, Angle Iron	2 22 4	2 22 4	2 22 4	2 22 4	2 22 4	2 22 4	2 22 4	2 22 4
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2
thickness at the ends of vessel	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2
depth at 1/2 the half-bdth. as per Rule	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2
height extended at the Bilges	22	22	22	22	22	22	22	22
BEAMS, Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	5 3 6	5 3 6	5 3 6	5 3 6	5 3 6	5 3 6	5 3 6	5 3 6
Single or double Angle Iron on Upper edge	2 2 4	2 2 4	2 2 4	2 2 4	2 2 4	2 2 4	2 2 4	2 2 4
Average space	42	42	42	42	42	42	42	42
BEAMS, Main, or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	5 3 6	5 3 6	5 3 6	5 3 6	5 3 6	5 3 6	5 3 6	5 3 6
Single or double Angle Iron on Upper Edge	2 2 4	2 2 4	2 2 4	2 2 4	2 2 4	2 2 4	2 2 4	2 2 4
Average space	11 in 1/4	11 in 1/4	11 in 1/4	11 in 1/4	11 in 1/4	11 in 1/4	11 in 1/4	11 in 1/4
BEAMS, Lower Deck, Hold, or Orlop Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	5 3 6	5 3 6	5 3 6	5 3 6	5 3 6	5 3 6	5 3 6	5 3 6
Single or double Angle Iron on Upper Edge	2 2 4	2 2 4	2 2 4	2 2 4	2 2 4	2 2 4	2 2 4	2 2 4
Average space	14	14	14	14	14	14	14	14
KEELSONS Centre line, single or double plate, or Intercoastal, Plates	6 5 5	6 5 5	6 5 5	6 5 5	6 5 5	6 5 5	6 5 5	6 5 5
Rider Plate	3 3 6	3 3 6	3 3 6	3 3 6	3 3 6	3 3 6	3 3 6	3 3 6
Bulb Plate to Intercoastal Keelson	3 3 6	3 3 6	3 3 6	3 3 6	3 3 6	3 3 6	3 3 6	3 3 6
Angle Irons	3 3 6	3 3 6	3 3 6	3 3 6	3 3 6	3 3 6	3 3 6	3 3 6
Double Angle Iron Side Keelson	3 3 6	3 3 6	3 3 6	3 3 6	3 3 6	3 3 6	3 3 6	3 3 6
Side Intercoastal Plate	3 3 6	3 3 6	3 3 6	3 3 6	3 3 6	3 3 6	3 3 6	3 3 6
do. Angle Irons	3 3 6	3 3 6	3 3 6	3 3 6	3 3 6	3 3 6	3 3 6	3 3 6
Attached to outside plating with angle iron	3 3 6	3 3 6	3 3 6	3 3 6	3 3 6	3 3 6	3 3 6	3 3 6
BILGE Angle Irons	3 3 6	3 3 6	3 3 6	3 3 6	3 3 6	3 3 6	3 3 6	3 3 6
do. Bulb Iron	3 3 6	3 3 6	3 3 6	3 3 6	3 3 6	3 3 6	3 3 6	3 3 6
do. Intercoastal plates riveted to plating for length	3 3 6	3 3 6	3 3 6	3 3 6	3 3 6	3 3 6	3 3 6	3 3 6
BILGE STRINGER Angle Irons	3 3 6	3 3 6	3 3 6	3 3 6	3 3 6	3 3 6	3 3 6	3 3 6
Intercoastal plates riveted to plating for length	3 3 6	3 3 6	3 3 6	3 3 6	3 3 6	3 3 6	3 3 6	3 3 6
SIDE STRINGER Angle Irons	3 3 6	3 3 6	3 3 6	3 3 6	3 3 6	3 3 6	3 3 6	3 3 6

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

Windlass Iron Patent Pall Bitt

The FRAMES extend in one length from Keel to Gumwale Riveted through plates with 3/8 in. Rivets, about 5 1/2 apart.

The REVERSED ANGLE IRONS on floors and frames extend across middle line to upper part of Bilge 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 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 5 1/2 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 in. diameter averaging 5 1/2 ins. from centre to centre.

Butts of one Strake at Bilge for half length, treble riveted with Butt Straps 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 3/4 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 5/8 in. diameter, averaging 2 3/4 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 whole length amidships. Butts of Upper or Spar Sheerstrake, treble riveted — length amidships.

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

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

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? Iron plates No. of Breasthooks, 5 Crutches, 14

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

Manufacturer's name or trade mark Angle Iron—Coats. Plates—Bonsell.

The above is a correct description.

Builder's Signature, Henry Murray & Co Surveyor's Signature, James R. Buchanan

Surveyor to Lloyd's Register of British and Foreign Shipping.



Do any rivets break into or through the seams or butts of the plating? *None*

State also Length and Diameter of Lower Masts and ~~Bowsprit~~

Light Pole Masts  
14746 Iron

General Remarks (State quality of workmanship, &c.) This Vessel is Schooner rigged and has been built in conformity with the Rules for 1842, and midship section herewith appended which was approved by the Committee in letters dated 15<sup>th</sup> and 25<sup>th</sup> January 1845, together with the scantlings and arrangements of the Water Ballast Tank. - In consideration of the Raised Quarter Deck being over one fourth the length of the Vessel, additional strength has been fitted in way of the Break as per Rule. - The Water Ballast Tank has been tested and made water-tight. The materials used in the construction of the Vessel are of the best description and the workmanship is good. It will be observed that the aggregate weight of the <sup>Rigger</sup> ~~Structure~~ is 4<sup>th</sup> less than required by the Rules. -

20 of R. *Madagascar* 3/2/65