

IRON SHIP.

16388

Rev 29/5/26

No. 2904 Survey held at Aberdeen Date, First Survey Dec 24 1845 Last Survey May 27 1846

On the Elia Master Johnstone

TONNAGE under Tonnage Deck 293.06 ONE, OR TWO DECKED, THREE DECKED VESSEL.

SPAR, OR AWNING DECKED VESSEL.

HALF BREADTH (moulded) 12.95 Feet.

DEPTH from upper part of Keel to top of Upper Deck Beams 15.45

GIRTH of Half Midship Frame (as per Rule) 25.8

1st NUMBER 555

1st NUMBER, if a THREE DECKED VESSEL [deduct 7 feet]

LENGTH 114.5

2nd NUMBER 0554.45

PROPORTIONS—Breadths to Length 4.4

Depths to Length—Upper Deck to Keel 0.8

Main Deck ditto

Built at Aberdeen

When built 1846 Launched May 8 1846

By whom built Messrs A Hall & Co.

Owners H. J. Watt, residing at Warehouse Liverpool

Port belonging to London

Destined Voyage

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

Under Special Survey

LENGTH on deck as per Rule 114.5 Feet. Inches. BREADTH—Moulded 25.9 Feet. Inches. DEPTH top of Floors to Upper Deck Beams 15.45 Feet. Inches. Power of Engines 1 Horse. No. of Decks with flat laid One No. of Tiers of Beams One

Dimensions of Ship per Register, length 124.7 breadth, 26. depth, 15.3

KEEL, depth and thickness 1 1/2 x 1 3/4 Inches in Ship. Inches per Rule. 1 1/2 x 1 3/4

STEM, moulding and thickness 5 1/2 x 1 3/4 5 1/2 x 1 3/4

STERN-POST for Rudder do. do. 5 1/2 x 1 3/4 5 1/2 x 1 3/4

for Propeller 2 1/2 x 1 3/4 2 1/2 x 1 3/4

Distance of Frames from moulding edge to moulding edge, all fore and aft 21 inches (Class 1000)

FRAMES, Angle Iron, for 1/2 length amidships 3 1/2 3 3 1/2 3 1/2 3 1/2

Do. for 1/2 at each end 3 1/2 3 3 1/2 3 1/2 3 1/2

REVERSED FRAMES, Angle Iron 3 1/2 3 3 1/2 3 1/2 3 1/2

FLOORS, depth and thickness of Floor Plate 15 1/2 15 1/2 15 1/2 15 1/2

at mid line for half length amidships 15 1/2 15 1/2 15 1/2 15 1/2

thickness at the ends of vessel 15 1/2 15 1/2 15 1/2 15 1/2

depth at 3/4 the half-bdth. as per Rule 15 1/2 15 1/2 15 1/2 15 1/2

height extended at the Bilges 3 feet 3 feet 3 feet 3 feet

BEAMS, Upper, Spar, or Awning Deck Single or double Angle Iron, Plate or Tee Bulb Iron 6 6 6 6

Single or double Angle Iron on Upper edge 2 1/2 2 1/2 2 1/2 2 1/2

Average space 3.6 3.6 3.6 3.6

BEAMS, Main, or Middle Deck Single or double Angle Iron, Plate or Tee Bulb Iron 6 6 6 6

Single or double Angle Iron, on Upper Edge 2 1/2 2 1/2 2 1/2 2 1/2

Average space 3.6 3.6 3.6 3.6

BEAMS, Lower Deck, Hold, or Orlop Single or double Angle Iron, Plate or Tee Bulb Iron 4 1/2 4 1/2 4 1/2 4 1/2

Single or double Angle Iron on Upper Edge 3 3 3 3

Average space 3 3 3 3

KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates 10 10 10 10

Rider Plate 5 1/2 5 1/2 5 1/2 5 1/2

Bulb Plate to Intercoastal Keelson 5 1/2 5 1/2 5 1/2 5 1/2

Angle Irons 3 3 3 3

Double Angle Iron Side Keelson 3 3 3 3

Side Intercoastal Plate 3 3 3 3

do. Angle Irons 3 3 3 3

Attached to outside plating with angle iron 3 3 3 3

BILGE Angle Irons 3 3 3 3

do. Bulb Iron 3 3 3 3

do. Intercoastal plates riveted to plating for length 3 3 3 3

BILGE STRINGER Angle Irons 3 3 3 3

Intercoastal plates riveted to plating for length 3 3 3 3

SIDE STRINGER Angle Irons 3 3 3 3

Transoms, material. Knight-heads. Hawse Timbers. Plates & frames

Windlass Hayfield's Patent Pall Bitt

The FRAMES extend in one length from Keel to Gunwale Riveted through plates with 10/12 in. Rivets, about 1/2 apart.

The REVERSED ANGLE IRONS on floors and frames extend across middle line to Gunwale and to Gunwale 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 7 in. diameter, averaging 5 ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 10/12 in. diameter, averaging 2 1/2 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 10/12 in. diameter averaging 2 1/2 ins. from centre to centre.

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

Edges from bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 10/12 in. diameter, averaging 2 1/2 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 10/12 in. diameter, averaging 2 1/2 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 length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.

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

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

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

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

Beams of the various Decks, how secured to the sides? Moulded down riveted to the frames No. of Breasthooks, Three Crutches, Three

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

Manufacturer's name or trade mark, Consell Brown.

The above is a correct description. A. Hall & Co. Surveyor's Signature, J. P. Little

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

Workmanship.

Are the butts of plating planed or otherwise fitted?

All planed

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 in corners of Butts

16388 Iron

Masts, Bowsprit, Yards, &c., are 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

The Masts for 9 Main are formed of 2 plates 4 1/2 x 7 1/2 thick. Lands double clencher. Butts bevel carvel rivetted. Butt straps 7/8 thicker than plates. Length 52.5 Dia at Deck 21 inches. at Hounds 15. at Head 14. at Heel 15 1/2 inches.

Tested at Hetherington near Dudley by J. Lewis 12. 19 May 1876

Tested at Hetherington near Dudley by J. Lewis 4. 18. 19 May 1876

NUMBER for EQUIPMENT

N ^o .	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Length & Size req'd per Rule.	Test req'd per Rule.	ANCHORS.	N ^o .	Weight.	Test per Certificate.	Weight req'd per Rule.	Test req'd per Rule.
a	Fore Sails,	Chain	195	7 1/8	22.15.0.0	195	22 3/4	Bowers	3	10.0.4	12.1.0.0	10.0.0	12 1/2 tons
	Fore Top Sails,		8 feet		34.2.2.0	7 1/2	34 1/8			2.1.2.1			
	Fore Topmast Stay Sails	Hmpn Strm Cbl	80	10/16						10.1.2	12 1/4 tons	10.0.0	12 1/2 tons
	Main Sails,	Hawser ...	90	4		1/5		Stream	...	2.0.2.3			
	Main Top Sails,	Towlines ...	90	5				Kedges	...	2.3.1.4	11 tons	2.2.0	10 13/20
		Warp ...								2.0.2		4.3.0	
		quality good								2.0.1.4		2.1.0	

Standing and Running Rigging is sufficient in size and good in quality. She has one 22 ft Long Boat and one 18 ft Gig.

The Windlass is good Capstan and Rudder good Pumps are of Iron & are efficient

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? Two discharge ports on each side

2.0 x 1.4 and three scuppers on each side

Cargo Hatchways. How formed? Iron beamings rivetted to beams & floor plates

State size Main Hatch 21.0 x 13.0 Fore hatch 5.6 x 5.6 Quarter hatch 5.6 x 5.6

If of extraordinary size, state how framed and secured? Extra strong as shown on tracing

What arrangement for shifting beams? One deep Web Plate and 4 shifting beams of Bath & Angle Bars on Main

Hatches, If strong and efficient? Yes

Order for Special Survey No. 443

Date Dec 29. 1875

Order for Ordinary Survey No. 1

Date

No. 289 in builder's yard.

DATES of Surveys held while building as per Section 16.

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.) Workmanship Good

Double at Deck with a 7/8 plate 10 feet long. Cheeks 7/8 thick, trussel trees 4 x 3 x 7/8.

Bowsprit formed of 2 plates 7/8 x 7/8. Lands single clencher

Butts bevel carvel rivetted. Butt straps 7/8 thicker than plates. 2 by 4 Bars

2 1/2 x 2 1/2 x 7/8. Doubling plate 7/8 thick 9 feet long. Length outside head 15 feet

Dia at Bed 20. Heel 18 inches. Cap 13 inches. Fore & Main Lower Yards are

formed of 2 plates 7/8 x 7/8. 7/8 thick lands single clencher. Butts bevel carvel

rivetted. Butt straps 7/8 thicker than plates. Length 44 feet. Dia at Hounds

13 inches. ends 6 1/2 inches. Doubling at Hounds 7/8 thick 6 feet long.

And is built in accordance with accompanying tracings of

Midship section and a deck plan as per Smith's Letter dated

25 Dec 1875, Jan 6. 1876. also letter to Owner dated 15 Jan 1876

The iron used in the construction of this vessel as well as the masts

has been carefully tested and found to be of good quality. Length of

Forecastle 10 feet. Out of Deck house 1 1/2.

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

How are the surfaces preserved from oxidation? Inside Red lead and Portland Cement

Outside Patent Paint

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

The amount of the Entry Fee ... £ 3 0 0 is received by me,

Special ... £ 14 19 0 May 24 1876

Certificate ... gratis

(Travelling Expenses, if any, £ none)

Committee's Minute 30th May 1876

Character assigned 100 A 1

APR 20 1876

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