

IRON SHIPS.

No. 10123 Survey held at Sancti Spiritus Date 29th Dec 1884
on the "Baigna" Lizzie Lassie Master Geo Mac Dougal
Tonnage under tonnage deck 335 Built at Sancti Spiritus When built 1884 Launched 25 Dec 84
Ditto of poop or spar deck
Ditto of engine room Hand 13.29 By whom built Rachael & Co Owners West & Turpie & Co
Total Register tonnage
Gross Tonnage 340.2 Port belonging to Sancti Spiritus Destined Voyage Alay
Surveyed while Building, Afloat, or in Dry Dock

Length aloft 20 - Extreme Breadth 26 - Depth from top of Upper Deck Beam to top of Floor 15 - Power of Engines 1 - No. of Decks 2

(Dimensions of Ship per Register, length 125 breadth 26 depth 16.3)

	Inches in Ship.	Inches required per Rule.	Inches in Ship.	Inches required per Rule.	Inches in Ship.	Inches required per Rule.
Keel, if bar iron, depth and thickness	1 1/2 x 2 1/4	1 1/2 x 2 1/4	1 1/2 x 2 1/4	1 1/2 x 2 1/4	1 1/2 x 2 1/4	1 1/2 x 2 1/4
Stem, if bar iron, moulding and thickness	1 1/2 x 2 1/4	1 1/2 x 2 1/4	1 1/2 x 2 1/4	1 1/2 x 2 1/4	1 1/2 x 2 1/4	1 1/2 x 2 1/4
Stern-post, if bar iron, moulding and thickness	1 1/2 x 2 1/4	1 1/2 x 2 1/4	1 1/2 x 2 1/4	1 1/2 x 2 1/4	1 1/2 x 2 1/4	1 1/2 x 2 1/4
Distance of Frames from moulding edge to moulding edge, all fore and aft	2 3/4	2 3/4	2 3/4	2 3/4	2 3/4	2 3/4
Frames, Size of Angle Iron, single or double	3 1/2 x 2 1/2	3 1/2 x 2 1/2	3 1/2 x 2 1/2	3 1/2 x 2 1/2	3 1/2 x 2 1/2	3 1/2 x 2 1/2
Floors, depth and thickness of Floor Plate at mid line	1 1/4 x 1 1/4	1 1/4 x 1 1/4	1 1/4 x 1 1/4	1 1/4 x 1 1/4	1 1/4 x 1 1/4	1 1/4 x 1 1/4
Beams, Deck (No. 20) double Angle Iron, Plate, Tee or Bulb Iron	1 1/2 x 1 1/2	1 1/2 x 1 1/2	1 1/2 x 1 1/2	1 1/2 x 1 1/2	1 1/2 x 1 1/2	1 1/2 x 1 1/2
Hold, or Lower Deck (No. 19) double Angle, Tee, Plate, or Bulb Iron	1 1/2 x 1 1/2	1 1/2 x 1 1/2	1 1/2 x 1 1/2	1 1/2 x 1 1/2	1 1/2 x 1 1/2	1 1/2 x 1 1/2
Paddle, sided and moulded, thickness of Plate size of Angle Iron	3 1/2 x 2 1/2	3 1/2 x 2 1/2	3 1/2 x 2 1/2	3 1/2 x 2 1/2	3 1/2 x 2 1/2	3 1/2 x 2 1/2
Keelson, single or double plate, box, or intercostal	12 x 9	12 x 9	12 x 9	12 x 9	12 x 9	12 x 9
Side, single or double, plate, box, or intercostal	1 x 3	1 x 3	1 x 3	1 x 3	1 x 3	1 x 3
Bilge (No. 2) at each Bilge, single, or double, plate, or box	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2
Transoms, material	Plank	Plank	Plank	Plank	Plank	Plank
Knight-heads, and Hawse Timbers	Oak	Oak	Oak	Oak	Oak	Oak
The Frames extend in one length from	Keel	Keel	Keel	Keel	Keel	Keel
The reverse angle irons on the floors extend in one length across the middle line from	Keel	Keel	Keel	Keel	Keel	Keel
Keelson, how are the various lengths of plates or angle irons connected?	By Butts	By Butts	By Butts	By Butts	By Butts	By Butts
Plates, Garboard, double or	double	double	double	double	double	double
Edges from Garboards to upper part of bilge, worked clencher, double or single rivetted; with rivets (3/4 in.) diameter, averaging (2 1/4 in.) apart.	double	double	double	double	double	double
Butts from Keel to turn of bilge, worked carvel with butt straps (9/8 in.) thick, double or single rivetted; with rivets (3/4 in.) diameter, averaging (2 1/4 in.) apart.	double	double	double	double	double	double
Edges from bilge to sheerstrake, worked carvel with a lining piece () thick or clencher, double or single rivetted; with rivets (3/4 in.) diameter, averaging (2 1/4 in.) apart.	double	double	double	double	double	double
Edges of Sheerstrake, double or single rivetted? At upper edge	single	single	single	single	single	single
Butts from bilge to planksheers, worked carvel with butt straps (8/16 in.) thick, double or single rivetted; with rivets (3/4 in.) diameter, averaging (2 1/4 in.) apart.	double	double	double	double	double	double
Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted?	double	double	double	double	double	double
Planksheer, how secured to the plating of the sides	By Gunwale plates	By Gunwale plates	By Gunwale plates	By Gunwale plates	By Gunwale plates	By Gunwale plates
Waterway, planksheer and to the Beams	By Gunwale plates	By Gunwale plates	By Gunwale plates	By Gunwale plates	By Gunwale plates	By Gunwale plates
Deck Beams, how secured to the side?	By Gunwale plates	By Gunwale plates	By Gunwale plates	By Gunwale plates	By Gunwale plates	By Gunwale plates
Hold or Lower Deck ditto	By Gunwale plates	By Gunwale plates	By Gunwale plates	By Gunwale plates	By Gunwale plates	By Gunwale plates
Paddle	By Gunwale plates	By Gunwale plates	By Gunwale plates	By Gunwale plates	By Gunwale plates	By Gunwale plates
What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.?	Angle Irons & Bulb Irons	Angle Irons & Bulb Irons	Angle Irons & Bulb Irons	Angle Irons & Bulb Irons	Angle Irons & Bulb Irons	Angle Irons & Bulb Irons
Manufacturer's name or trade mark	Elliot & Fennell	Elliot & Fennell	Elliot & Fennell	Elliot & Fennell	Elliot & Fennell	Elliot & Fennell
We certify that the above is a correct description of the several particulars therein given.						
Builder's Signature	Readhead, Stephens & Co	Readhead, Stephens & Co	Readhead, Stephens & Co	Readhead, Stephens & Co	Readhead, Stephens & Co	Readhead, Stephens & Co
Surveyor's Signature						

Workmanship. Are the lands or laps of the clenchwork in all cases in breadth at least five and a half times the diameter of the rivets in double rivetted edges and butts, and at least three and a quarter times the diameter of the rivets where single rivetting is admitted? Yes

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

Do the fillings between the ribs and plates fill in solid with single pieces? or are they in short lengths of various thicknesses? Long single

Do the holes for rivetting plate to frames, butt straps, or plate to plate, &c., conform well to each other? Yes and are the rivet holes well and sufficiently countersunk in the outer plate? Yes

Are there any rivets which either break into or have been put through the seams or butts of the plating? No

Her Masts, Bowsprit, Yards, &c., are in good condition, and sufficient in size and length. (If they are of Iron or Steel give the 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 rivetting, quality of Materials, and if stamped with Maker's name.

She has SAILS.		CABLES, &c., tested at <u>the Charleston Navy Yard</u>				ANCHORS, tested at <u>the Charleston Navy Yard</u>			
N ^o .		No. on Chain seen by me.	No. and date on Certificate	Fathoms.	Inches.	Tested to. Tons.	N ^o .	No. on Anchor seen by me.	No. and date on Certificate.
<u>1</u>	Fore Sails,	Chain	1222	30.1.1864	120	1 5/8 31	<u>1</u>	1471	1871.10.7.1864
<u>2</u>	Fore Top Sails,	Hemp	281	16.11.1865	60		<u>2</u>	1779	1879.10.7.1864
<u>3</u>	Fore Topmast Stay Sails,	Stream Cable	284	20.11.1865	10 3/4 31		<u>3</u>	1810	1810.20.7.1864
<u>4</u>	Main Sails,	Hawser			240		<u>4</u>		
<u>5</u>	Main Top Sails,	Towlines			80	2 1/2	<u>5</u>		
<u>6</u>	and Main Sails,	Warp			80	1 1/2	<u>6</u>		
<u>7</u>	and Main Top Sails,	All of <u>good</u> quality.			80	5/8	<u>7</u>		
Her Standing and Running Rigging		<u>Complete</u> sufficient in size and <u>good</u> in quality.							
She has		<u>One</u> Long Boat and <u>One</u> Skiff <u>and</u> <u>one</u> Dingy							
The present state of the Windlass is		<u>Complete</u> Capstan <u>and</u> Rudder <u>Complete</u> Pumps <u>Complete</u>							

Order for Special Survey DATES of 1st. On the several parts of the frame, when in place, and before the plating was wrought

No. 563 Surveys held 2nd. On the plating during the progress of rivetting

Date 9th March 1866 while building 3rd. When the beams were in and fastened, and before the decks were laid

Order for Ordinary Survey as per 4th. When the ship was complete, and before the plating was finally coated

No. — Section 18. 5th. After the ship was launched

Date —

State if she has a Spar Deck — Poop — or Forecastle —

General Remarks,

The Frames in this vessel are spaced 23" apart all fore and aft, and doubled to upper part of bilge as far as 12 feet amidships. - She has a side keelson fitted in about 13 feet amidships between bilge keelson and middle line of single angle iron 6x3x7/16.

The "Butter-bread" way is formed in the usual way by the Gunwale stringer and two angle irons, partly filled in with Portland Cement. The bulwarks are stayed every 4 feet 6" apart, with bars iron 1 1/2" diameter.

In what manner are the surfaces preserved from oxidation? Inside Red lead & Portland Cement in hot

Ditto ditto Outside — and zinc paint

I am of opinion this Vessel should be Classed A

The amount of the Fee£ 4 : — is received by me,

Special£ 10 : 10 : —

Certificate (if required)£ : : —

Committee's Minute 23rd Nov 1866

Character assigned B

W. Luke

This Vessel built of Iron appears eligible for Classification as recommended above

Nov 22/66