



# IRON SHEET

3286

No. 7895 Survey held at Sunderland  
 on the Barque "Jessie Jamison" Master  
 Tonnage Gross 401.46 Engine Room Re  
 When Built 1863 By whom built J. P. Oswald  
 Port belonging to Liverpool Destined Voyage  
 # Surveyed Afloat or in Dry Dock and while at

Rev 11/1863  
 August 1863

Built at Sunderland  
 Owners Hargreave & Co.

Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth from Beam	Feet.	Inches.	Power of Engines	Horse No.
	155	11	27	6			17	6		

  

Distance of frames or ribs from moulding edge to moulding edge, all fore and aft	Inches in Ship.			Inches required per Rule.		
	In Ship.	In Ship.	In Ship.	Inches.	Inches.	16ths required per Rule.
Floors, Size of Angle Iron, and No. / at bottom of Floor Plate	5 1/2	3	7	3 1/2	2 1/4	7
depth and thickness of Floor Plate at mid line	-	21	0	-	17	0
depth and thickness of Floor Plate at Bilge Keelson	-	10 1/2	0	-	3 1/2	0
Size of Reversed Angle Iron, and No. / at top of Floor Plate	2 1/2	2 1/2	6	2 3/4	2 1/2	6
Frames, Size of Angle Iron, single or double	3 1/2	3	7	3 1/2	2 3/4	7
Reversed Iron, if to every frame	2 1/2	2 1/2	6	2 3/4	2 1/2	6
Beams, Deck (No. 1) double Angle Iron	2 1/2	2 1/2	5	2 1/2	2 1/2	5
Bulb Iron with double Angle Iron on top	-	7 1/2	6	-	6 3/8	6
depth & thickness of plate amidships	-	7 1/2	6	-	6 3/8	6
double or single Angle Iron on lower edge	-	-	-	-	-	-
average space between	3 feet	-	3 feet	-	-	-
if wood (No. ) sided & moulded	-	-	-	-	-	-
Hold, or Lower Deck (No. 3/4) double Angle Iron or Bulb Iron with double Angle Iron on top	2 1/2	2 1/2	5	2 1/2	2 1/2	5
depth & thickness of plate amidships	-	7 1/2	6	-	6 3/8	6
double or single Angle Iron on lower edge	-	-	-	-	-	-
average space between	3 & 6 feet	-	3 & 6 feet	-	-	-
if wood (No. ) sided & moulded	-	-	-	-	-	-
Paddle, wood, sided and moulded or if Iron, size of Plate	-	-	-	-	-	-
Engine	-	-	-	-	-	-
Keelson, wood, sided & moulded, iron, size of plate, if Box, give sketch & dimensions	16	14	0	See sketch	-	-
Side or Bilge	-	10 1/2	7	-	10	-
Number	-	-	-	-	10	-

  

Stem, if bar iron, moulding and thickness	Inches in Ship.			Inches required per Rule.		
	In Ship.	In Ship.	In Ship.	Inches.	Inches.	16ths required per Rule.
if plate iron, breadth and thickness	0	2 1/2	6 1/2	0	2 1/2	6 1/2
Stern-post, if bar iron, moulding and thickness	0	2 1/2	6 1/2	0	2 1/2	6 1/2
if plate iron, breadth and thickness	-	-	-	-	-	-
Keel, if bar iron, depth and thickness	0	2 1/2	6 1/2	0	2 1/2	6 1/2
if plate iron, breadth and thickness	-	-	-	-	-	-

  

Garboard Plates, thickness	Inches in Ship.			Inches required per Rule.		
	In Ship.	In Ship.	In Ship.	Inches.	Inches.	16ths required per Rule.
From Garboard to upper part of Bilge	-	9	-	-	9	-
From upper part of Bilge to Sheerstrakes	-	0	-	-	0	-
Sheerstrakes	-	9	-	-	9	-
Breadth & thickness of Butt Straps to outside plating	2.0	10.0	7.0	2.0	10.0	7.0

Transoms, material Iron or, if none, in what manner compensated for. Stem framed round and connected across the middle line with floor & stringer plates.

Knight-heads no Bulkheads, No. Two Thickness of 5/16

Hawse Timbers no are they free from defects? no how secured to the sides of the ship Riveted through frames on each side.

The Frames or Ribs extend in one length from Keel to Gunwale rivetted through plates with (3/4 in.) rivets, about (6 in.) apart.

The reverse angle irons on the floors extend in one length across the middle line from Keel to the upper part of the Bilge, on every

Keelson, how are the various lengths of plates or angle irons connected? With butt straps, and the butts, properly shaped with the angle irons.

Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets (1/2 1/2 ins.) diameter averaging (4 1/2 in.) from centre to centre of rivet.

Edges from Garboards to upper part of bilge, worked carvel with a lining piece (in) thick, or clencher, double or single rivetted; rivets (5/8 in.) diameter, averaging (3 ins.) from centre to centre of rivets.

Butts from Keel to turn of bilge, worked carvel with a lining piece (10/16) thick, double or single rivetted; rivets (3/4 in.) diameter, averaging (3 ins.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? No

Edges from bilge to planksheer, worked carvel with a lining piece (in) thick, double or single rivetted; rivets (5/8 in.) diameter, averaging (3 in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? No

Butts from bilge to planksheers, worked carvel with a lining piece (2 1/8) thick, or clencher, double or single rivetted; rivets (3/4 in.) diameter averaging (3 ins.) from centre to centre of rivets. Breadth of laps in double rivetting (1/2) Breadth of laps in single rivetting (in)

Planksheer, how secured to the plating of the sides { Explain by sketch, } See sketch sent.

Waterway no planksheer and to the Beams { if necessary. } Double rivetted all throughout.

Side trussing no breadth and thickness of plates no how secured? no

Deck trussing no 10 1/2 3/16 Diagonal no ? 4 pairs rivetted to stringers, 2 plates & angle irons on the beams.

Deck Beams, how secured to the side? Beam ends turned down and formed into knees, & rivetted to the frames.

Hold or Lower Deck no the same as the Deck Beams.

Paddle no

No. of breasthooks Five crutches how are pointers compensated? See Transoms

at description of iron is used for the angle iron and plate iron in the vessel? See Transoms

PLANS CASE

Builder's Signature J. P. Oswald  
 Lloyd's Register  
 Foundation  
 IRON436-0432 (02)

3286 Iron

Workmanship. Are the lauds or laps of the clenchwork in all cases in breadth at least five times the diameter of the rivets in double rivetted edges and butts, and at least three times the diameter of the rivets where single rivetting is admitted? They are

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? None with single pieces

Do the holes for rivetting plate to frames, lining pieces, or plate to plate, &c., conform well to each other? They do and are the rivet holes well and sufficiently countersunk in the outer plate? They are

Are there any rivets which either break into or have been put through the seams or butts of the plating? Very few

Her Masts, Yards, &c., are in Good condition, and sufficient in size and length.

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.		
N <sup>o</sup> .			Fathoms.	Inches.		N <sup>o</sup> Weight. Tons
2	Fore Sails,	<u>Tested to 37 1/2 Tons</u> Chain .....	270	1 7/8	<u>Certificate seen</u> Bower .....	3 26.2.0 21 1/2
2	Fore Top Sails,	Hempen Stream Cable .....	90	0		26.2.0 21 1/2
2	Fore Topmast Stay Sails,	Hawser .....	60	1	Stream, .....	1 8.0.0 10 3/4
2	Main Sails,	Towlines .....	90	6		
2	Main Top Sails,	Warp .....	90	5	Kedge, .....	2 4.1.0
and <u>others as usual</u>		All of <u>good</u> quality.	90	4		1.0.0

Her Standing and Running Rigging is of Pine & Hemp sufficient in size and Good in quality.

She has 1 Long Boat and Two others

The present state of the Windlass is seems Capstan Two kinds Rudder and Pumps New and Good

General Remarks, Statement and Date of Repairs, extent of corrosion (if any) both internally and externally, and condition of rivets.

- DATES of Surveys held while building, as per Section 17.
- 1st. On the several parts of the frame, when in place, and before the plating was wrought
  - 2nd. On the plating during the progress of rivetting
  - 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
  - 5th. After the ship was launched

Built under Special Survey from 30<sup>th</sup> March 1863 to the present date -

The fore and main Masts and Bowspit of this vessel are of iron, the Berge keelsons are formed as shown in the sketch sent with this Report, that Stauchens may be attached to them if wanted to carry Copper Ore. She has a raised Quarter Deck 33 feet long, of the height of the rough tree rails -

The Builder of this vessel did not expect her to measure more than 495 Tons, for which Tonnage she has been Specially Surveyed and her scantlings &c are by the 400 Tons scale, She now measures 504 Tons including the Quarter Deck of 22 Tons, but he hopes that the following Extra's &c will be deemed by the Committee as a sufficient compensation for the excess of Tonnage - Please see Margin -

In what manner are the surfaces preserved from oxidation? By Portland Cement inside from the Keel to the upper part of the Berges, and all other surfaces by Paint -

I am of opinion this Vessel should be classed 12, A, 1,

The amount of the Fee ..... £ 5 : : : is received by me,

Order 7-1867 Special ..... £ 25 : 4 : :

Certificate (if required) ..... £ : : : :

*Thomas Lawrence*

Gen. Committee's Minute Sept 3<sup>rd</sup> 1863

Character assigned A 1 for 12 Years

I am of opinion this sailing Barge is worthy the Committee's recommendation to be classed 12A1 as recommended above  
Sept 1/63  
Lloyd's

*The Main Deck Stays, Angle iron on the Stays, and Main and Berge Keelsons are larger than the Rules require. She has also a spindling plate on the floor beam stays, in excess of the Rules -*