

IRON SHIPS.

No. 18415 Survey held at Ramsey Date July 8, 1863
 or the Ship (s.s.) Ramsey Master J. B. White
 Tonnage Gross Engine Room Register 589 70/100 Built at Ramsey
 Built 1862-1863 By whom built Libson Owners Wakefield Clark & Co.
 launched July 1863
 of & belonging to Destined Voyage New York
 Surveyed Afloat or in Dry Dock While building and afloat

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1863
 Work. Are the lands or laps of the clenchwork in all cases in breadth at least five times the diameter of the rivets in double rivetted
 and butts, and at least three 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? Solid with single pieces
 Do the holes for rivetting plate to frames, lining pieces, 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? Scarcely any

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

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N ^o .			Fathoms.	Inches.	N ^o .
2	Fore Sails,	Matus Composite Hempen Stream Cable	270	1 1/2	Bower, Patent 3
1	Fore Top Sail,	Hawser	90	10	Stream, 1
2	Fore Topmast Stay Sails,	Towlines	90	7	Kedge, 2
1	Main Sail,	Warp	90	6	
2	Main Top Sails,	All of <u>Good</u> quality.	90	5	

and well found in other

Her Standing and Running Rigging Good & Strong sufficient in size and Good in quality.

She has one Long Boat and two others

The present state of the Windlass is Good Capstan Good and Rudder Good Pumps 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 While building & afloat
 - 4th. When the ship was complete, and before the plating was finally coated
 - 5th. After the ship was launched

The Ramsey was built on the principle of Powell's Patent - she has a fore and aft bulkhead at the middle line, extending up to the top of the hold beams 1/4" thick, stayed by angle iron 4x3+7/16, 3 feet apart, and a lower deck of iron plates 1/4" thick, water tight - This Patent has been with held in consequence of not obtaining a full account of the stress, as in the case of the ship "June". and I respectfully submit whether she should not be classed as stated below. As the fore and aft middle line bulkhead extends from the top of floors to the lower deck beams; and the lower deck being of iron and made perfectly water tight all fore and aft, and the various scantlings of the vessel throughout being fully up to the requirements of Table G I am of opinion that it fully compensates for the vessel being in length above ten times her depth, especially her breadth being 7 times being in favour of the Rule -

With regard to the spacing of the staves I have taken the Rule 20 inches from centre to centre, which would make the beams 3 feet 4 inches apart

In what manner are the surfaces preserved from oxidation? By Red Lead

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

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

Special £ 34 : 10 : 20/10/63

Certificate (if required) £ Gratis

Committee's Minute 23rd October 1863
30th October 1863

Character assigned A 1 for 12 Years

W. H. M.
M. M.
Refused
W. H. M.