

IRON SHIPS.

Rec. 30/7/11

Survey held at Newcastle Date July 24th 1842
 on the Schooner (Auxiliary Service) John Bowes Master John Scott
 Tonnage—Gross 484 Engine Room 17 1/10 Register 467 1/10 Built at Newcastle
 when built 1852 By whom built Palmer Brothers & Co. Owners Palmer Brothers & Co.
 Port belonging to Newcastle Destined Voyage London, as a Collier
 If Surveyed Afloat or in Dry Dock On the Slip

Length aloft	Feet. Inches.	Extreme Breadth	Feet. Inches.	Depth from Beam to top of Floor	Feet. Inches.	Power of Engines	Horse, No.
.....	148 7/10	25 7/10	15 6/10	25 2
Distance between Floors amidships	1 3						
" " " forward and aft	15 1/2 20 1/2						
" " Ribs amidships	1 3						
" " " forward and aft	15 1/2 20 1/2						
Floors, Size of Angle Iron, and No. 1 at bottom of Floor Plate	3 1/2 2 1/2						
" depth & thickness of Plate at mid line	2 1/2 1 1/2						
" " " at turn of bilge	5 7/16						
" Size of Reversed Angle Iron, and No. 1 at top of Floor Plate	2 1/2 2 1/2						
Ribs, Size of Angle Iron, single or double	3 1/2 2 1/2						
" " Reversed Iron, if to every frame or every frame							
Beams, Deck (No. 42) double or single Angle Iron	5 1/2 3						
" " depth & thickness of Plate amidships							
" " double or single Angle Iron, on lower edge	3 1/2 6						
" " average space between							
" " if wood (No.) sided & moulded							
" Hold, (No. 20) double or single Angle Iron	6 1/2 3						
" " depth & thickness of Plate amidships							
" " double or single Angle Iron, on lower edge	6 1/2 7 1/2						
" " average space between							
" " if wood (No.) sided & moulded							
" Paddle, wood, sided and moulded or if Iron, size of Plate							
Engine " " " " " "	6 1/2 3						
elson, wood, sided & moulded, iron, size of plate, if Box, give sketch & dimensions	15 7/16						
Side or Bilge	Strong Angle Iron						
Number	Double Angle Iron on the top of 2 floors fore & aft, Back to Back.						
isons, material Iron or, if none, in what manner compensated for.	By Ribs & Plating						
ads " Montmain Sealer							
use Timbers " Montmain Sealer	are they free from defects?						
Ribs extend in one length from upper deck to middle line	rivetted through plates with (3/4 in.) rivets, about (5) apart.						
reverse angle irons on the floors extend in one length across the middle line from side to side throughout the vessel							
" " " on the ribs " " " from " to "							
Iron, if wood, length of scarp	if iron, how are the various lengths connected? By Straps & Angle Iron						
Garboard, double or single rivetted to keel, with rivets (1/2 in.) diameter, averaging (5 in.) from centre to centre of rivet.							
edges from Garboards to turn of bilge, worked carvel with a lining piece (— in.) thick, or clencher, double or single rivetted; rivets (3/4 in.) diameter, averaging (2 1/4 ins.) from centre to centre of rivets.							
butts from Garboards to turn of bilge, worked carvel with a lining piece (1/2) thick, double or single rivetted; rivets (3/4 in.) diameter, averaging (2 1/4 ins.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? Key Dr.							
edges from bilge to wales, worked carvel with a lining piece (—) thick, or clencher, double or single rivetted; rivets (3/4 in.) diameter, averaging (2 1/4 ins.) from centre to centre of rivets.							
butts from bilge to wales, worked carvel with a lining piece (1/2) thick, double or single rivetted; rivets (3/4 in.) diameter, averaging (2 1/4 in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below?							
" edges of wales and to planksheers, worked carvel with a lining piece (—) thick, or clencher, double or single rivetted; rivets (3/4 in.) diameter, averaging (2 1/4 ins.) from centre to centre of rivets.							
Planksheer, how secured to the plating of the sides	Explain by a sketch, } By Screw pointed Bolts and						
Waterway " " planksheer and to the beams	if necessary. } Nuts below the Stringer						
Side trussing breadth and thickness of plates	how secured						
Deck trussing " " " " " "							
how secured to the side	By Straps & double rivetted.						

the lands or laps of the clench work in all cases sufficiently wide to take the rivets and support the strain on them? *Yes*
 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 all solid with sliver pieces, or are they in short lengths? *With slivers*
 Do the holes for rivetting plate to lining piece, or plate to plate, &c. answer well to each other? *They do* and are the rivet holes well and sufficiently counter sunk in the outer plate? *Nicely counter sunk*
 Are there any rivets which either break into or have been put through the seams or butts of the plating? *Very few*
 Was the plating caulked internally in the wake of the frames or ribs? *Yes*

Her Masts, Yards, &c. are in *good* condition, and sufficient in size and length. ✓

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
No.		Fathoms.		Inches.	No.
1	Fore Sails, <i>from top stay sail</i>	240	Chain	1 1/4	3
1	Fore Top Sails, <i>by</i>	75	Hempen Stream Cable	7/8	1
1	Fore Topmast Stay Sails, <i>same main stay sail</i>	80	Hawser	6	1
2	Main Sails, <i>full top sails</i>	80	Towlines	4 1/2	
1	Main Top Sails, <i>full top sails</i>	80	Warp	8	
and <i>well found.</i>		All of <i>good</i> quality.			

ANCHORS, and their weights.
 15" 3" 17
 14" 2" 19
 Bower, 13" 0" 25
 Stream, 3" 0" 12
 Kedge, 1" 3" 18

Her Standing and Running Rigging *is* sufficient in size and *good* in quality. *were rope.*

She has *two* Boats *10' x 18" 6* Long Boat and *one* of *16 ft.*

The present state of the Windlass is *efficient* Capstan and Rudder *efficient* Pumps *efficient* *2 to Engines*

GENERAL REMARKS.

Statement and date of repairs; extent of corrosion (if any) both internally and externally; and condition of rivets.

This Vessel at the request of the Builders has been built under Special Survey Per Order No 43. She has a strong Iron Bulkhead at each end of the Hold. Also a false Bottom of Iron Rivetted to the top of Floors and at the sides covered and supported with a 4 inch waterway fitted between the ribs and well bolted and Caulked and all made tight for water ballast below. She is worthy of the Claps recommended.

In what manner are the surfaces preserved from oxidation? *3 Coats of red lead outside, & 2 coats inside.*

I am of opinion this Vessel should be Classed *A. 1.*

The Amount of the Fee.....£ 5 : 0 : is received by me,

Special£ 23 : 7 :

.....£ : 10 :

Plumer
Bank Court, Philipps Lane,
184

LR-FAP-TB3-12