

IRON SHIPS.

Survey held at Garsdon Date Nov 30 1863
 on the Ship "Lancashire" Master J. Cant
 Tonnage Gross 210 ³²/₁₀₀ Engine Room 210 ³²/₁₀₀ Register 210 ³²/₁₀₀ Built at Garsdon
 When Built 1863 By whom built Garsdon Shipbuilding Co Owners J. St. Barry
 Port belonging to Liverpool Destined Voyage On the building ship and in dry dock
 If Surveyed Afloat or in Dry Dock On the building ship and in dry dock

Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth from top of Upper Deck	Feet.	Inches.	Beam to top of Floor	Feet.	Inches.	Power of Engines	Horse No.	
113	3	11	22	3	11	11	7	11	11	7	11			
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	18		18		18		18		18		18		18	
Floors, Size of Angle Iron, and No. <u>One</u> at bottom of Floor Plate	2 1/2	2 1/2	6 1/8	3	2 1/2	6 1/8								
depth and thickness of Floor Plate at mid line	12	x	6 1/8	11 1/2	x	6 1/8								
depth and thickness of Floor Plate at Bilge Keelson	2 1/2	x	6 1/8	3	x	6 1/8								
Size of Reversed Angle Iron, and No. <u>One</u> at top of Floor Plate	2 1/2	2 1/2	5 1/8	2 1/2	2 1/2	5 1/8								
Frames, Size of Angle Iron, single or double	2 1/2	2 1/2	6 1/8	3	2 1/2	6 1/8								
Reversed Iron, if to every frame	2 1/2	2 1/2	5 1/8	2 1/2	2 1/2	5 1/8								
Beams, Deck (No. <u>One</u>) double Angle Iron	2 1/2	2 1/2	5 1/8	2 1/2	2 1/2	5 1/8								
at all points or Bulb Iron with double Angle Iron on top	2 1/2	2 1/2	5 1/8	2 1/2	2 1/2	5 1/8								
depth & thickness of plate amidships	6	x	6 1/8	5 1/2	x	5 1/8								
double or single Angle Iron, on lower edge														
average space between	36			36										
if wood (No. <u>One</u>) sided & moulded														
Hold, or lower Deck (No. <u>One</u>) double Angle Iron or Bulb Iron with double Angle Iron on top														
depth & thickness of plate amidships														
double or single Angle Iron, on lower edge														
average space between														
if wood (No. <u>One</u>) 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	8 x	8 1/8		7 1/4 x	8 1/8									
Side or Bilge	3 1/2	3 1/2	8 1/8	3	2 1/2	6 1/8								
Number	One on each side			One on each side										
Transoms, material	or, if none, in what manner compensated for.													
Knight-heads	are they free from defects?													
Hawse Timbers	how secured to the sides of the ship													
The Frames or Ribs extend in one length from	to													
The reverse angle irons on the floors extend in one length across the middle line from	to													
on the frames	from													
Keelson, how are the various lengths of plates or angle irons connected?	By													
Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets	() diameter averaging () from centre to centre of rivet.													
Edges from Garboards to upper part of bilge, worked carvel with a lining piece () thick, or clench, double or single rivetted; rivets () diameter, averaging () from centre to centre of rivets.														
Butts from Keel to turn of bilge, worked carvel with a lining piece () thick, double or single rivetted; rivets () diameter, averaging () 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 () thick, double or single rivetted; rivets () diameter, averaging () 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 () thick, or clench, double or single rivetted; rivets () diameter, averaging () from centre to centre of rivets. Breadth of laps in double rivetting () Breadth of laps in single rivetting ()														
Planksheer, how secured to the plating of the sides	Explain by sketch,													
Waterway	if necessary.													
Side trussing	breadth and thickness of plates													
Deck trussing	how secured?													
Deck Beams, how secured to the side?	By													
Hold or Lower Deck	none													
Paddle	none													
No. of breasthooks	crutches													
What description of iron is used for the angle iron and plate iron in the vessel?	All fore & aft ties and Connections of													
Builder's Signature	William Clark													

5344 Iron

Workmanship. 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 edges 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

Do the holes for rivetting plate to frames, lining pieces, or plate to plate, &c., conform well to each other? generally so. 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? a few in Butts

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

She has **SAILS.**

No. 1
One Sail and
Some spare
and

Fore Sails,
Fore Top Sails,
Fore Topmast Stay Sails,
Main Sails,
Main Top Sails,

CABLES, &c.

Chain 20" 5' 180 1 1/16
Hempen Stream Cable
Hawser 90 8
Towlines
Warp 90 6
All of good quality.

ANCHORS, and their weights.

Proton Iron 5000 1 9-0
Private but produced 11500 1 10-1
Bower, 11-2-2 1 9-1
Stream, Proton Iron 1 2-3
Kedge, 1 1-0

Her Standing and Running Rigging of Hemp and Wire sufficient in size and good in quality.

She has one Long Boat and one other

The present state of the Windlass is good Capstan none and Rudder good Pumps of Iron

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

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

DATES of Surveys held while building, as per Section 17. } Under Special Survey the whole of Building from March 25th 1863

This vessel has been built under considerable difficulty, the Company not having suitable means for the construction of Iron vessels, and the first built by them. She is therefore un-fair, and unsightly but strong. It will be seen that the Keel, Stem & Post are up to the sizes for 200 tons. She strikes up to the size for 12 D 1, breadth of stringer plate on keel beams much in excess of the Rule. The butts of which and that of the shearstrakes are treble riveted. The alternate iron & frames extend up the sides to about 1/2 the depth of hold and alternately to grommet with a stringer in hold of two grommets of 2 1/2 x 2 1/2 x 5/16. - Had the plating been up to the Rule of 12 D grade, the general unsightly and un-fair appearance of the vessel would not in my opinion be sufficient to suggest a less Classification than Contemplated, and in consideration of the spacing of frames with the other above enumerated particulars I am disposed to submit the Builders application to the Committee for their favourable consideration.

J. F. Light

In what manner are the surfaces preserved from oxidation?

By paint and Portland Cement in both

I am of opinion this Vessel should be classed

+

The amount of the Fee £ 3 : : : is received by me,

Special £ 10 : 10 : :
Certificate (if required) £ 0 : 0 : :
7/12/63

Committee's Minute 11th December 1863

Character assigned

A 1 for 9 years

General Committee's Minute

17 December 1863

A 1

It will be observed the main frames are less than the Rules, but the Keel & beams being extended beyond the Rules is sufficient compensation. The plating is of thickness required for 9 D grade. The shearstrake which is 1/2" thicker. I am of opinion she is eligible for 9 D as recommended.

Dec 10/63