

IRON SHIPS.

No. 246 Survey held at North Date 6th October 1847
 on the "Talbot" Master W^m Jenkins
 Tonnage—Gross 99 ¹⁷⁵⁰/₂₀₀₀ Engine Room 30 ⁷/₁₀ Register 60 Tons Built at North
 When built 1847 By whom built North & Co Owners Port Talbot & Bristol Steam Canal
 Port belonging to Port Talbot Destined Voyage Bristol Packet
 If Surveyed Afloat or in Dry Dock While building

Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth from Beam to top of Floor	Feet.	Inches.	Power of Engines	Horse. No.
	34	0		17	0		9	4		120
Distance between Floors amidships		20				Stem, if bar iron, moulding and thickness		5 1/2	24	
" " " forward and aft		22				" if plate iron, breadth and thickness				
" " Ribs amidships		3 1/2 x 2 1/2		3/8		Stern-post, if bar iron, moulding and thickness		4 1/2	36	
" " " forward and aft						" " if plate iron, breadth and thickness				
Floors, Size of Angle Iron, and No. at						Keel, if bar iron, depth and thickness				
bottom of Floor Plate		3 1/2 x 2 1/2		3		" if plate iron, breadth and thickness		21	5	
" depth & thickness of Plate at mid line		10		5/16		Garboard Plates, thickness			7/16	
" " " at turn of bilge		2 1/2 x 2 1/2				" to bilge				
" Size of Reversed Angle Iron, and		2 1/2		3/16		Bilge			3	
No. 1 at top of Floor Plate						" to Wales			3	
Ribs, Size of Angle Iron, single or double		3 1/2 x 2 1/2		3	Single	Wales			5/16	
" " Reversed Iron, if to every frame						Topsides				
or every frame						Sheer-strakes			7/16	
Beams, Deck (No. 36) double or single		4 1/2 x 2 1/2		3		Planksheers			7/16	
Angle Iron						Gunwale Plate or Stringer				
" depth & thickness of Plate amidships		4 1/2		3		Waterway				
" double or single Angle Iron,						Deck				
on lower edge						Ceiling in flat		2 1/2		
" average space between		3 1/2				Bilge Planks inside				
" if wood (No.) sided & moulded						Ceiling from Bilge to Clamps				
" Hold, (No. —) double or single						Hold Beam Clamps				
Angle Iron						" Shelf				
" depth & thickness of Plate amidships						" Stringers				
" double or single Angle Iron,						Ceiling between Decks				
on lower edge						Stringers				
" average space between						Deck Beam Clamps				
" if wood (No.) sided & moulded						" Shelf				
" Paddle, wood, sided and moulded						Stringers in Hold				
or if iron, size of Plate						Deck, Lower				
" Engine										
Keelson, wood, sided & moulded, iron, size of										
plate, if Box, give sketch & dimensions										
" Side or Bilge		4 1/2		3						
" Number										

Transoms, material $3\frac{1}{2}$ by $2\frac{1}{2}$ or, if none, in what manner compensated for.

Knight-heads " none wood } are they free from defects?

Hawse Timbers " " }

The Ribs extend in one length from Keelson to Deck rivetted through plates with ($\frac{3}{4}$ in.) rivets, about ($\frac{7}{8}$ in.) apart.

The reverse angle irons on the floors extend in one length across the middle line from Bilge to Bilge

" " " on the ribs " " " from Bilge to Bilge

Keelson, if wood, length of scarp if iron, how are the various lengths connected? about 6 feet from each other

Plates, Garboard, double or single rivetted to keel, with rivets ($\frac{3}{4}$ ins) diameter, averaging ($2\frac{1}{4}$ in.) from centre to centre of rivet.

" edges from Garboards to turn of bilge, worked carvel with a lining piece ($\frac{3}{8}$ in.) thick, or clencher, double or single rivetted; rivets ($\frac{3}{8}$ in.) diameter, averaging ($2\frac{1}{4}$ ins.) from centre to centre of rivets.

" butts from Garboards to turn of bilge, worked carvel with a lining piece ($\frac{3}{8}$) thick, double or single rivetted; rivets ($\frac{3}{4}$ in.) diameter, averaging ($2\frac{1}{4}$ 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 wales, worked carvel with a lining piece ($\frac{3}{8}$) thick, or clencher, double or single rivetted; rivets ($\frac{3}{8}$ in.) diameter, averaging ($2\frac{1}{4}$ ins.) from centre to centre of rivets.

" butts from bilge to wales, worked carvel with a lining piece ($\frac{3}{8}$) thick, double or single rivetted; rivets ($\frac{5}{8}$ in.) diameter, averaging ($2\frac{1}{2}$ in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? No

" edges of wales and to planksheers, worked carvel with a lining piece ($\frac{3}{8}$) thick, or clencher, double or single rivetted; rivets ($\frac{5}{8}$ in.) diameter, averaging ($2\frac{1}{2}$ ins.) from centre to centre of rivets.

Planksheer, how secured to the plating of the sides

Waterway 18 in x 7/16 planksheer and to the beams

Side trussing none breadth and thickness of plates

Deck trussing " " " "

Deck Beams, how secured to the side Plate knees

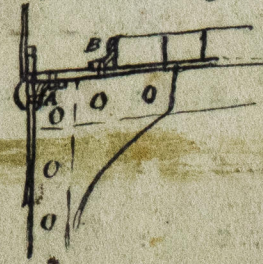
Hold " " none

Paddle " " "

No. of breasthooks One crutches One how are pointers compensated? Bar iron one on each side

What description of iron is used for the angle iron and bar iron in the vessel? Shropshire best

Explain by a sketch, if necessary, how secured



A 3 x 3 x 3/8
B 2 1/2 x 3 x 3/8

Builder's Signature

Workmanship. Are the lands or laps of the clench work in all cases sufficiently wide to take the rivets and support the strain on them? *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 all solid with sliver pieces, or are they in short lengths? *they are in short lengths*
Do the holes for rivetting plate to lining piece, or plate to plate, &c. answer well to each other? *Yes* and are the rivet holes well and sufficiently counter sunk 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? *no*
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.		
N ^o .		Fathoms.		Inches.	N ^o .		
<i>One</i>	Fore Sails,	<i>70</i>	Chain <i>2. No.</i>	<i>3 1/4</i>	<i>2</i>	Bower	<i>5-0-0</i>
<i>One</i>	Fore Top Sails, <i>jit</i>	<i>100</i>	Hempen Stream Cable	<i>6</i>	<i>1</i>	Stream,	<i>2-2-0</i>
<i>One</i>	Fore Topmast Stay Sails,		Hawser <i>2. No.</i>	<i>4 1/2</i>	<i>1</i>	Kedge,	<i>1-0-0</i>
<i>One</i>	Main Sails,		Towlines	<i>Sufficient</i>			
<i>One</i>	Main Top Sails, <i>Mizen sail</i>		Warp	<i>Sufficient</i>			
and			All of <i>Best</i> quality.				

Her Standing and Running Rigging is sufficient in size and new Good in quality.

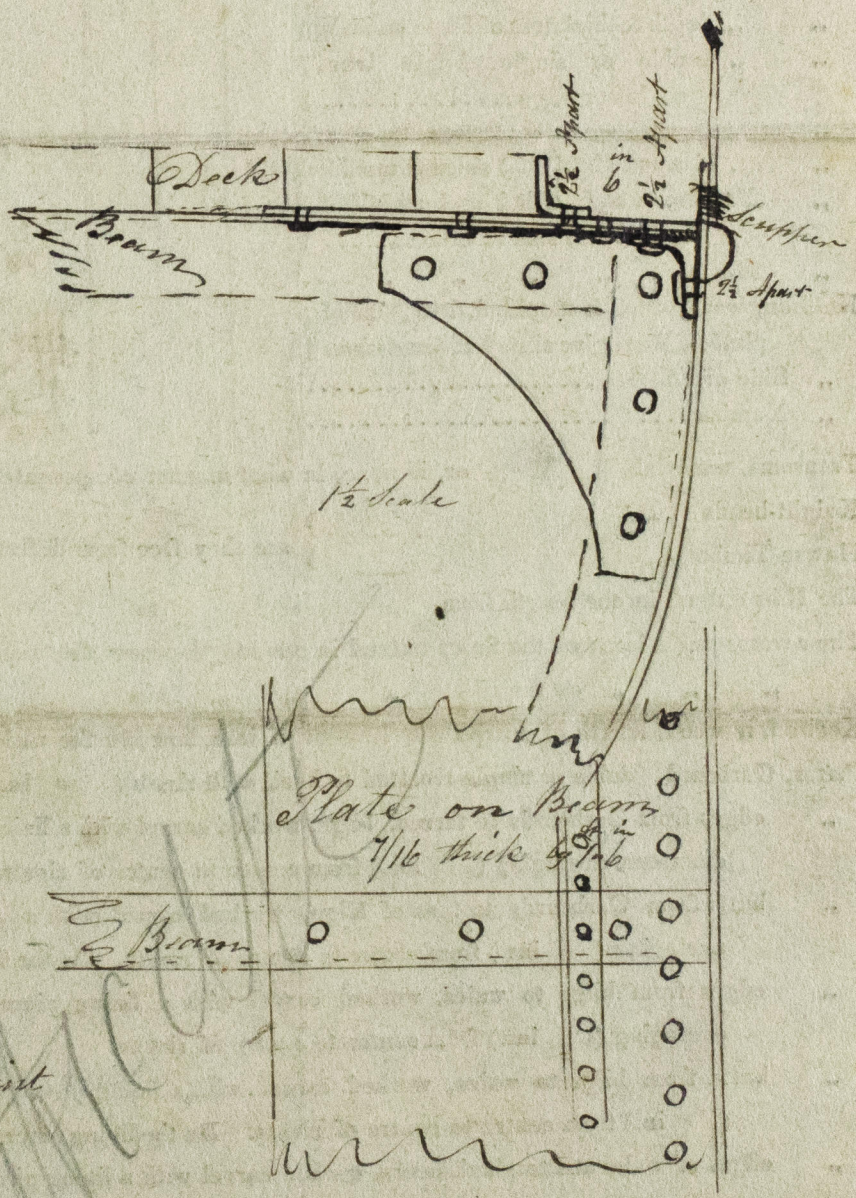
She has One Long Boat and One jolly Boat

The present state of the Windlass is New Capstan and Rudder Iron Pumps Engine
Of Copper 1.8"

GENERAL REMARKS.

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

The Beams are well secured to the Side by a Plate 1" to 6" Broad riveted on the Beams, it also forms the Waterway, as pth Sketch, and an Iron plate knee to every other Beam - The Main Hatchway is 12 feet Long and the half Beams in wake of the Hatchway has plate knees the same as whole Beams



In what manner are the surfaces preserved from oxidation? Red lead paint

I am of opinion this Vessel should be Classed A1

The Amount of the Fee.....£ 1 : 0 : 0 is received by me,
Special£ : :
Certificate (if required)£ : 5 : 0
John Gibson

Committee's Minute 26th Oct 1847

Character assigned A1 *Burnt Iron*
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