

# IRON SHIPS.

No. 188 Survey held at London Date From May 6<sup>th</sup> 1845 to Feb<sup>y</sup> 13 1846  
on the SS Triton Iron Steam Boat Master Hoovenden  
Tonnage 350 Built at Blackwall When built 1845  
By whom built Fitch & Co. & More. Owners Gen<sup>l</sup> Steam Nav<sup>y</sup> Company  
Port belonging to London Destined Voyage India  
If Surveyed Afloat or in Dry Dock On the ship and Afloat.

Length aloft ..... 165 <sup>Feet.</sup> 0 <sup>Inches.</sup> Extreme Breadth ..... 24 <sup>Feet.</sup> 0 <sup>Inches.</sup> Depth of Hold ..... 14 <sup>Feet.</sup> 0 <sup>Inches.</sup>

**Scantlings.**  
Distance of Ribs amidships ..... 15 <sup>Inches.</sup>  
Ditto ditto forward and aft ..... 24 <sup>Inches.</sup>  
Floors, Size of Angle Iron ..... 3 x 3 by 3/8 <sup>Inches.</sup>  
Ditto Plate ..... 9 <sup>Inches.</sup> 7/16 <sup>Inches.</sup>  
Ribs, Size of Angle Iron ..... 3 x 3 <sup>Inches.</sup> 3/8 <sup>Inches.</sup>  
Deck Beams, (Double or Single Angle Iron ..... 9 <sup>Inches.</sup> 7 <sup>Inches.</sup>  
N<sup>o</sup>. (Plate Dantzic fir ..... 5 <sup>Inches.</sup> 3 <sup>Inches.</sup>  
Cabin Deck Beams, (Double or Single Angle Iron ..... 15 <sup>Inches.</sup> 14 <sup>Inches.</sup>  
N<sup>o</sup>. (Plate Dantzic fir ..... 1 1/2 <sup>Inches.</sup> 7 <sup>Inches.</sup>  
Paddle Beams ..... 15 <sup>Inches.</sup> 14 <sup>Inches.</sup>  
Keel ..... 1 1/2 <sup>Inches.</sup> 7 <sup>Inches.</sup>  
Kelson, Iron or Wood 4 in. lumber. plate 7/16 3 <sup>Inches.</sup> 3 <sup>Inches.</sup>

## Thickness of Plating, &c.

### Garboard Outside.

Keel to Bilge ..... 9/16 <sup>Inches.</sup>  
Bilge ..... 7/16 <sup>Inches.</sup>  
Bilge to Wales ..... 9/16 <sup>Inches.</sup>  
Wales ..... 1/2 <sup>Inches.</sup>  
Topsides ..... 5/16 <sup>Inches.</sup>  
Sheerstrakes ..... 7/16 <sup>Inches.</sup>  
Planksheers ..... 4 1/2 <sup>Inches.</sup>  
Waterways ..... 2 1/2 <sup>Inches.</sup>  
Upper Deck ..... 2 1/2 <sup>Inches.</sup>

### Inside.

Bilge Planks ..... None  
Ceiling in Flat ..... None  
Ditto Bilge to Clamp ..... None  
Hold Beam Clamps ..... 6 x 10  
Deck Beam Clamps ..... Iron lining  
Ceiling 'tween Decks ..... None  
Hold Beam Shelves ..... None  
Deck Beam Shelves ..... 4 x 8  
Cabin Deck ..... 1 1/2 Seal tongued  
Ditto Waterways ..... None

## Power of Engines

**Framing.**—The Space between the Floors in this Vessel is 15 Inches. The Space between the Ribs above the Bilge is 15 Inches.

The Stem, Stern Post, are composed of bar iron and the bottom plates rivetted through all (Describe how formed.)

The ~~Transoms~~, Knight Heads, Hawse Timbers, of oak 7 x 7 <sup>inches</sup> Hawse timber 3/4 by 7 1/2 and are free from all defects.

The Floors are composed of Angle and Plate Iron, 3 in engine room and 1 1/2 in the rest of the ship (Describe by sketch.)

The Ribs of Angle Iron and extend in one length from the gunwale to the turn of the opposite bilge and are rivetted through the bottom plates with a 3/8 inch rivet every 4 1/2 to 5 inches. (Describe whether the Angle Iron is double or single.)

The Main Kelson is composed of 7/16 plate iron <sup>with 3 x 3 angle iron</sup> rivetted by <sup>with 3 x 3 angle iron</sup> and secured to the Floors with a <sup>two</sup> rivets <sup>through every</sup> Floor.

(If wood Kelson, state the length of the Scarphs, and what other Kelsons or Engine Sleepers, their number, size, arrangement, and material.)

The keelsons, of which there are four, are box keelsons in the engine room - the two in the fore and aft are

7/16 plate iron with two 3 x 3 angle iron below and one 3 x 3 angle iron above.

**Plating Outside.**—From the Keel to the Bilge 9 x 5/8 <sup>inches</sup> the edges, single <sup>rivetted, with</sup> six <sup>rivets of</sup> 7/8 <sup>inch diameter in each</sup> foot in length. The Butts of the Plates are flush <sup>Describe whether edges & butts are lapped or flush, & whether double or single rivetted.)</sup>

From the Bilge to the Light Water Mark 3/8 <sup>inches</sup> at <sup>Edges, single</sup> <sup>rivetted, with</sup> 6 <sup>iron rivets of</sup> 3/4 <sup>inch diameter in each</sup> foot in length. The Butts of the Plates are flush

From the Light Water Mark to the Wales, 7/16 <sup>inches</sup> Edges, single <sup>rivetted, with</sup> 6 <sup>iron rivets of</sup> 3/4 <sup>inch diameter in each</sup> foot in length. The Butts of the Plates are flush

The Wales are of plate iron 1/2 inch thick, worked double at the Edges, single <sup>rivetted with</sup> 6 <sup>iron rivets of</sup> 3/4 <sup>inch diameter in each foot in length. The Butts of the Plates are flush</sup>

The Topsides are of 5/16 plate iron The Sheer-strakes are of 7/16 plate iron

The Plank-sheers are of African <sup>but of fir towards extremities</sup> secured to the Plating of the Side with bolts setting up with nut & screw.

(Describe either in words or by a sketch the mode of connexion.)

The Waterways are of Dantzic fir and secured by through the beam ends & shelf.

(Describe the mode of securing them to the Beams, &c.)

The Decks are of Dantzic fir Secured to the Beams by metal nails.

State of the Decks new.

**Planking Inside.**—Flat of Ceiling is composed of Bilge Planks of

Ceiling from Bilge to Hold Beams of Between Decks of Joins work.

Shelf Pieces of teak in the engine room and secured to the Frame and Outside Plating by bolts setting up by nut & screw.

Clamps of Dantzic fir 6 x 10 and secured to the Frame and Plating by bolts setting up by nut & screw.

**Fastenings.**—To Deck Beams knives of plate iron <sup>from toping knees inside</sup> <sup>spoke knees outside</sup>

Deck Beams broad half with angle iron stringer & up & down <sup>lashed</sup> paddle Beams angle iron socket through the side

Number of Breasthooks 3 of plate and angle iron.

Pointers not any. Crutches formed by the plates of the after floors, then

The quality or description of Iron used for Ribs Said to be best Staffordshire.

Ditto ditto Plating Said to be best Staffordshire. (Describe in words or by sketches the different fastenings.)

General Quality of Workmanship Good.

We certify that the preceding is a correct description of the above-named Vessel,

Builder's Name \_\_\_\_\_ Surveyor's Name Augustin Breuze



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

188 Iron

She has SAILS.

CABLES, &c.

ANCHORS, and their weights.

N <sup>o</sup> .		Fathoms.	Chain	1 1/2	7/8	N <sup>o</sup> .
2	Fore Sails,	120	Chain	1 1/2	7/8	2
2	Fore Top Sails,	100	Hempen Stream Cable	6 1/2	1	1
2	Fore Topmast Stay Sails,	100	Hawser	5	1	1
2	Main Sails,	120	Towlines	3		
	Main Top Sails,		Warp			
	and are good		All of good quality.			

13 Feb 4/46  
now supplied with a large  
Bower Anchor & complete  
in this respect  
Plover

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

She has Two Long Boats and 16 & 21 feet long

The present state of the Windlass is Syack Capstan and Rudder Good

### General Remarks—Statement and Date of Repairs.

This ship has been built under survey to a specification with which the  
Surveyors were supplied - She would have been reported for clapping sooner  
but she had not completed her stores in accordance with the rules - She  
has made several voyages and everything stows remarkably well -  
We consider that she may very safely be classed A1 "being built of  
good and substantial materials and with good workmanship"  
and is at present in a "high state of repair and efficiency."

I am of opinion this Vessel should be Classed A1

The Amount of the Fee.....£ 4 : - : - is received by me,

Special .....£ 17 : 18 : -

Certificate (if required) .....£ : 10 : -

Committee's Minute 20th Feb 1846

Character assigned 1 for 1

Augustine Beuze  
J. H. T. M. J.

*[Signature]*

*[Signature]*  
Built by  
Lloyd's Register  
Foundation