

(188)
IRON SHIPS.

1227

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

Recd 17 2 46

Length aloft 165 ^{Feet.} 0 ^{Inches.} Extreme Breadth 24 ^{Feet.} 0 ^{Inches.} Depth of Hold 14 ^{Feet.} 0 ^{Inches.}

Scantlings.		Thickness of Plating, &c.	
	Inches.	Outside.	Inside.
Distance of Ribs amidships	15	Keel to Bilge	5/8
Ditto ditto forward and aft	24	Bilge	7/16
Floors, Size of Angle Iron	3 x 3 by 3/8	Bilge to Wales	3/8
Ditto Plate	9 " 7/16	Wales	1/2
Ribs, Size of Angle Iron	3 x 3 " 3/8	Topsides	5/16
Deck Beams, (Double or Single Angle Iron		Sheerstrakes	7/16
N ^o . (Plate <u>Dantzic fir</u>)	9 x 7	Planksheers	4 1/2
Cabin Deck Beams, (Double or Single Angle Iron		Waterways	2 1/2
N ^o . (Plate <u>Dantzic fir</u>)	5 x 3	Upper Deck	2 1/2
Paddle Beams	15 " 14		
Keel	1 1/2 " 7		
Kelson, Iron or Wood <u>4. in number. plate 7/16</u>	3 " 3		

Cabin Deck

None
 6 x 10
 Iron lining
 None
 4 x 8
 1 1/2 Seal tongued
 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 ~~Keels~~, Knight Heads, Hawse Timbers, of oak 7 1/2 x 7 ^{inches} Hawse timber 3/4 by 7 1/2 and are free from all defects.

The Floors are composed of Angle and Plate Iron, 3/8 in engine room and 1/2 (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 ^{are} composed of 7/16 plate iron ^{with 3 x 3 angle iron} ~~made~~ by 3/8 inches, and secured to the Floors with a two ^{rivets} ~~rivets~~ through every 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 - two towards the extremities 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 or 10 5/8 x 1/2} the edges, single rivetted, with six rivets of 7/8 inch diameter in each foot in length. The Butts of the Plates are flush ^{angle rivetted to a connecting strip} (Describe whether edges & butts are lapped or flush, & whether double or single rivetted.)

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

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

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

The Plank-sheers are of African ^{hub of fir towards extremities} 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 _____ 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 Deck Beams board half with angle iron stringer & up & down bolts Paddle Beams angle iron socket through the side ^{from loging knees inside} ^{spoke knee outside}

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 _____ 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 Breuge

170430A-0036

188 Iron

Her Masts, Yards, &c. are in _____ 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,	100	Chain	1 1/2	2	Bower, \$ about 7 cwt
2	Fore Top Sails,	120	Chain	7/8	1	Stream, Posters Patent
2	Fore Top Mast Stay Sails,	100	Hempen Stream Cable	6 1/2	1	Kedge,
2	Main Sails,	120	Hawser	5		
	Main Top Sails,		Towlines	3		
	and <i>are good</i>		Warp			
			All of <i>good</i> quality.			

13 Feb 4/1866
 now supplied with a loose
 Bower Anchor & is complete
 in this respect
 P. H. M. J. W.

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 stands 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 :

Augustin Benz

J. H. M. J. W.

Committee's Minute 20th July 1846

Character assigned 1 for 1

Build of
Iron
1 for 1

