

IRON SHIPS.

211

No. 2118 Survey held at Hull Date September 21 1849
on the Barque "Pelipse" Master _____
Tonnage—Gross _____ Engine Room _____ Register 329 $\frac{26}{34}$ Built at Hull
When built 1849 By whom built Gibsons & Clifford Owners Gibsons & Clifford
Port belonging to Hull Destined Voyage Hull to Liverpool
If Surveyed Afloat or in Dry Dock Specially while building

Length aloft	Feet.	Inches.	Extreme Breadth....	Feet.	Inches.	Depth from Beam to top of Floor..	Feet.	Inches.	Power of Engines....	Horse. No.
		116		24	10					

	Feet.	Inches.	Sketch, when necessary.	Inches.	8ths.	Sketch, when necessary.
Distance between Floors amidships.....	1	6				
" " " forward and aft	1	6				
" " Ribs amidships	1	6				
" " " forward and aft	1	6				
Floors, Size of Angle Iron, and No. at } bottom of Floor Plate	2 1/4	2 1/4	1/4			
" depth & thickness of Plate at mid line..	—	15	1/4			
" " " " at turn of bilge	—	—	—			
" Size of Reversed Angle Iron, and } No. at top of Floor Plate..	2 1/4	2 1/4	1/4			
Ribs, Size of Angle Iron, single or double....	3 1/2	2 1/2	5/16			
" " Reversed Iron, to every frame }	2 1/4	2 1/4	1/4			
" " every frame	—	—	—			
Beams, Deck (Nº. 29) double } Angle Iron	—	7	3/8			
" " depth & thickness of Plate amidships }	13 1/4	1 1/2	1/4			
" " double or single Angle Iron, }	3	9	—			
" " on lower edge	—	—	—			
" " average space between	—	—	—			
" " if wood (Nº.) sided & moulded }	—	—	—			
" Hold, (Nº. 19) double } Angle Iron	—	8	1/2			
" " depth & thickness of Plate amidships }	13 1/4	1 1/2	1/4			
" " double or single Angle Iron, }	5	1	—			
" " on lower edge	—	—	—			
" " average space between	—	—	—			
" " if wood (Nº.) sided & moulded }	—	—	—			
" Paddle, wood, sided and moulded }	—	—	—			
" or if Iron, size of Plate	—	—	—			
" Engine " " " "	—	—	—			
Keelson, wood, sided & moulded, iron, size of }	4	4	1 1/16			
" plate, if Box, give sketch & dimensions }	4	3	1/2			
" Side or Bilge	—	—	—			
" Number	—	—	—			

[illegible]

347 Iron

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? *sliver pieces made solid*
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? *the yes*
Are there any rivets which either break into or have been put through the seams or butts of the plating? *no inside throughout*
Was the plating caulked internally in the wake of the frames or ribs? *caulked outside clench work*
all the workmanship and materials are of the very best quality in every respect

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

Plate on top of beam *18 in wide flat*

SAILS.		CABLES, &c.		ANCHORS, and their weights.	
No.	Fathoms.	Inches.	No.	No.	Weights.
Fore Sails,	200	Chain	1 3/16	3	Bower, 13. 12. 3. 23
Fore Top Sails,	100	Hempen Stream Cable	6	1	Stream 12. 0. 27
Fore Topmast Stay Sails,	100	Hawser	4	1	Kedge 4. 0. 17
Main Sails,		Towlines			1. 3. 25
Main Top Sails,		Warp			60 fathom
and <i>all complete</i>		All of <i>good</i> quality.			chain <i>13/16</i>

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

She has *one* Long Boat and *two other Boats*

The present state of the Windlass is *good* Capstan *good* and Rudder *good* Pumps *good*

The diagonal Bars in the side are rivetted to the under side of the waterway or gunwale plates of the vessel in length down to 1/2 ft. and nearly all 4 in x 3/8 in. length of floor plates 9 ft.

GENERAL REMARKS.

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

Quantal deck level with rail. Deck fine planed sheen of pitch pine. The gunwale plate of the main deck is carried all round at after end, all rivetted across for the after end of main deck, so is the gunwale plating of quantal deck carried all round the sides, front part of quantal deck, also all round inside the stern plates; also large plate for the rudder, and a large plate diagonally from the under side of the deck plate, rivetted to the midship stern angle rib, adding great strength aloft, there are also knees on the counter rivetted to the ribs, and the angle iron at gunwale is continued all in one through main deck & quantal deck quite across the stern where it made stronger. also the hold beam stringer is carried up and along so it joined the transom aft all rivetted together and well rivetted, large plates of iron 2. 10 in and aft are fitted for upper hook and a hole cut each side for the knight heads to fit this; there is also a large angle hook in the lower deck, plate 7/16 with 3/4 angle iron 4x4 securing knight heads & lower transom feet, also the front part of the quantal deck is well fastened with angle iron stanchions, 3 vertically and 3 diagonally each side in all & well rivetted to each other, to upper deck & quantal deck beams & also to the ribs. The windlass chocks, mast partners & homans of hatches &c. are all well secured by knee plates and well rivetted in every way. The upper and hold beams are all well and securely stanchioned and 2 angle irons are fitted fore and aft on the hold beams, and fitted in between all solid forming a platform. This work is of good form, and every thing that the Builders consideration would be an improvement and add strength have been done and all in the very best manner possible in every respect.

In what manner are the surfaces preserved from oxidation? *well coated with red lead & afterwards outside had two coats of Blundell's anti corrosive paint*

I am of opinion this Vessel should be Classed *A1*

The Amount of the Fee *£ 16 : 9 : 0* is received by me
Special *£ 4 : 0 : 0*
Certificate (if required) *£ 1 : 10 : 0*

20. 19. 0
Wm. Ruston

Committee's Minute *25 Sept 1849*

Character assigned *A1*
Drull & Gould

and inside of angle iron forming the stern timber

gunwale on the iron 3x3 rivetted to gunwale plates and made tight, before plating there was put core