

# IRON SHIPS.

No. 3057 Survey held at Port Glasgow Date 10<sup>th</sup> June 1845 Recd 24/6/52

on the new Paddle Steamer "Paris" Master R. L. Doherty

Tonnage—Gross 237 Engine Room 90 Register 147 Built at Port Glasgow

When built 6<sup>th</sup> May 1852 By whom built John Reid & Co Owners Henry P. Maples

Port belonging to London Destined Voyage  Clyde to New Haven & City between New Haven & Duff

If Surveyed Afloat or in Dry Dock on Stocks

Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth from Beam to top of Floor	Feet.	Inches.	Power of Engines	Horse. No.
.....	165	—	.....	20	2 10	.....	9	5 10	.....	100 2
Distance between Floors amidships	Feet.	Inches.	Sketch, when necessary.	Feet.	Inches.	Stems, if bar iron, moulding and thickness	Inches.	Stems.	Sketch, when necessary.	
.....	1	6		1	6	.....	5 x 2	6		
..... forward and aft	1	6		1	6	..... if plate iron, breadth and thickness	.....	.....		
..... Ribs amidships	1	6		1	6	Stern-post, if bar iron, moulding and thickness	5 x 2 1/2	.....		
..... forward and aft	1	6		1	6	..... if plate iron, breadth and thickness	.....	.....		
Floors, Size of Angle Iron, and No. one at bottom of Floor Plate	Inches.	Inches.	Stems.	Inches.	Stems.	Keel, if bar iron, depth and thickness	5 x 2	.....		
.....	3	3	3/8	12	5 16	..... if plate iron, breadth and thickness	.....	.....		
..... depth & thickness of Plate at mid line	.....	12	5 16	.....	5 16	Garboard Plates, thickness	Description of Iron.	.....	.....	
..... "buckles," on top, at turn of bilge	.....	.....	.....	.....	.....	..... to bilge	do	.....	.....	
..... Size of Reversed Angle Iron, and No. 182 at top of Floor Plate	2 1/2	2 1/2	1/4	.....	.....	Bilge	do	.....	.....	
Ribs, Size of Angle Iron, single or double	3	2 1/2	3/8	.....	.....	..... to Wales	do	.....	.....	
..... Reversed Iron, to every frame or every frame	2 1/2	2 1/2	1/4	.....	.....	Wales	do	.....	.....	
Beams, Deck (N°) double or single	5	3	3/8	.....	.....	Topsides	do	.....	.....	
..... Angle Iron	4	3	3/8	.....	.....	Sheer-strakes	do	.....	.....	
..... depth & thickness of Plate amidships	no plates	.....	.....	.....	.....	Planksheers	Material.	.....	.....	
..... double or single Angle Iron	none	.....	.....	.....	.....	Gunwale Plate or Stringer	.....	.....	.....	
..... on lower edge	.....	.....	.....	.....	.....	Waterway	Plate 20 in. x 7/8	3	3/8	Angle Iron
..... average space between	3 feet	.....	.....	.....	.....	Deck	Yellow Pine	2 1/2	.....	
..... if wood (N°) sided & moulded	.....	.....	.....	.....	.....	Ceiling in flat	Elm	2 1/2	.....	
..... Hold, (N°) double or single	4	3	3/8	.....	.....	Bilge Planks inside	do	2 1/2	.....	
..... Angle Iron	.....	.....	.....	.....	.....	Ceiling from Bilge to Clamps	Red Pine	2	.....	
..... depth & thickness of Plate amidships	no plates	.....	.....	.....	.....	Hold Beam Clamps	do	2	.....	
..... double or single Angle Iron	none	.....	.....	.....	.....	..... Shelf	.....	.....	.....	
..... on lower edge	.....	.....	.....	.....	.....	..... Stringers	Angle Iron	5 x 3	3/8	
..... average space between	3 feet	.....	.....	.....	.....	Ceiling between Decks	Red Pine	2	.....	
..... if wood (N°) sided & moulded	.....	.....	.....	.....	.....	Stringers	as above	.....	.....	
..... Paddle, wood, sided and moulded	12	.....	3/8	.....	.....	Deck Beam Clamps	Red Pine	2	.....	
..... or if Iron, size of Plate	.....	.....	.....	.....	.....	..... Shelf	as above	.....	.....	
..... Engine	12	.....	3/8	.....	.....	Stringers in Hold	as above	.....	.....	
Keelson, wood, sided & moulded, iron, size of plate, if Box, give sketch & dimensions	10 broad	.....	.....	.....	.....	Deck, Lower	Red Pine	2	.....	
..... Side & Bilge	5	3	3/8	.....	.....					
..... Number	.....	.....	.....	.....	.....					

Transoms, material Plate Iron or, if none, in what manner compensated for. Three, 12 inches deep 5/16 inch

Knight-heads " } Mahogany } are they free from defects? Yes

Hawse Timbers " } Mahogany }

The Ribs extend in one length from Gunwale to Keel rivetted through plates with ( 5/8 in.) rivets, about ( 8 inches) apart.

The reverse angle irons on the floors extend in one length across the middle line from Gunwale to Gunwale, Every alternate & intermediate to top of bilge.

..... on the ribs ..... from Gunwale to Gunwale.

Keelson, if wood, length of scarp ..... if iron, how are the various lengths connected? 2 ft scarps, rivetted every 3 to 4 inches with 1/2 in. rivets.

Plates, Garboard, double or single rivetted to keel, with rivets ( 7/8 ins) diameter, averaging ( 3 in.) from centre to centre of rivet.

..... edges from Garboards to turn of bilge, worked carvel with a lining piece ( 1 in.) thick, or clencher, double or single rivetted; rivets ( 5/8 in.) diameter, averaging ( 2 1/4 ins.) from centre to centre of rivets.

..... butts from Garboards to turn of bilge, worked carvel with a lining piece ( 5/16 ) thick, double or single rivetted; rivets ( 5/8 in.) diameter, averaging ( 2 1/4 ins.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? Yes.

..... edges from bilge to wales, worked carvel with a lining piece ( 1 ) thick, or clencher, double or single rivetted; rivets ( 5/8 in.) diameter, averaging ( 2 1/4 ins.) from centre to centre of rivets.

..... butts from bilge to wales, worked carvel with a lining piece ( 5/16 ) thick, double or single rivetted; rivets ( 5/8 in.) diameter, averaging ( 2 1/4 in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? Yes.

..... edges of wales and to planksheers, worked carvel with a lining piece ( 1 ) thick, or clencher, double or single rivetted; rivets ( 5/8 in.) diameter, averaging ( 2 1/4 ins.) from centre to centre of rivets.

Planksheer, how secured to the plating of the sides, with 3 inches Angle Iron Explain by a sketch, }

Waterway " " planksheer and to the beams if necessary. } with screw bolts and nuts.

Side trussing breadth and thickness of plates how secured

Deck trussing " " " " " "

Deck Beams, how secured to the side with plate iron knees and rivets

Hold " " " " " " with ditto

Paddle " " " " " " Iron angle plate, & iron stays & plate knees.

No. of breasthooks three or crutches how are pointers compensated? and an Iron Bulkhead, water tight.

What description of iron is used for the angle iron and bar iron in the vessel? all Scotch Iron

Builder's Signature.



366 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? *In Engine Room, spaces filled in all solid with sliver pieces, and in that length forward & aft.*  
 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? *Yes.*  
 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? *No.*

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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.		
N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .		
<i>a Complete Set of Sails</i>	Fore Sails,	180	Chain .....	$\frac{7}{8}$ 8 $\frac{3}{4}$	2	Bower,	<i>Out 9rs 11rs</i> 4 " 3 " 24
	Fore Top Sails,	80	Hempen Stream Cable .....	4 $\frac{3}{4}$	1	Stream,	6 " 2 " 6
	Fore Topmast Stay Sails,	80	Hawser .....	3 $\frac{1}{2}$	1	Kedge,	2 " 2 " 0
	Main Sails,		Towlines .....				1 " 2 " 0
	Main Top Sails,		Warp .....				
and			All of <i>Good</i> quality.				

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

She has Long Boat and *two good boats of twenty two feet*

The present state of the Windlass is *Good* Capstan *Double Winch* and Rudder *Good* Pumps *Lead, worked by Engine & 3 other lead pumps worked on deck, leading into the several compartments.*

### GENERAL REMARKS.

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

*Laid on in February, launched 6<sup>th</sup> May 1852. Surveyed while building. Four iron water tight Bulkheads, strengthened with parallel iron bars. Side Keelsons run well forward & aft. double angle iron rivetted back to back, with an iron plate six inches deep in centre. Workmanship and Materials good throughout.*  
*Engineers Certificate herewith.*

In what manner are the surfaces preserved from oxidation? *With Red lead inside, & Sparcocks & Buchanan's Patent Composition on bottom outside.*

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

The Amount of the Fee.....£ 2 : " : " is received by me,

Special .....£ 3 : 3 : "

Certificate (if required) .....£ " : " : "

Committee's Minute *20 June 1852*

Character assigned *A1*



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