

Charles G. Brown
IRON SHIPS.

Recd 2/8/52 from Agate
 10/3/53 " 1000
 4 " 18451

No. 5161 Survey held at Shields Date July 24 " 1881
on the Paddle Wheel Steamer ⁽¹²⁹⁾ Lioness Master William Jellicoe Robt. Kay
Tonnage—Gross 60 8/10 Engine Room 33 3/10 Register 26 Built at Shields
When built 1851 By whom built J. D. Marshall Owners Jellicoe & Co. London
Port belonging to Shields Trim Destined Voyage Liverpool Melbourne
If Surveyed Afloat or in Dry Dock On the Slip Dry Dock W.D.

Length aloft	Feet. 94	Inches. 1/10	Extreme Breadth....	Feet. 17	Inches. 6 1/10	Depth from Beam to top of Floor..	Feet. 9	Inches. 6 1/10	Power of Engines....	Horse. No. 30 - 2 = 60 Horse
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	Feet.	Inches.	Sketch, when necessary.		Inches.	Sketch, when necessary.
Distance between Floors amidships.....	1	10		Stem, if bar iron <i>forged iron</i> , moulding and thickness	1 1/2 by 4 in	
" " " forward and aft	2	0		" if plate iron <i>forged iron</i> , breadth and thickness		
" " Ribs amidships	1	10		Stern-post, if bar iron <i>forged iron</i> , moulding and thickness	1 1/4 by 4 in	
" " " forward and aft	2	0		" " if plate iron <i>forged iron</i> , breadth and thickness		
Floors, Size of Angle Iron, and No. 1 at } bottom of Floor Plate	3 5/8	2 5/8		Keel, if bar iron <i>forged iron</i> , depth and thickness	in	
" depth & thickness of Plate at mid line..	10			" if plate iron, breadth and thickness	16 wide 9/16 thick	
" " " " at turn of bilge	6			Garboard Plates, thickness..	3/8	
" Size of Reversed Angle Iron, and } No. 2 at top of Floor Plate..	2 1/2 x 2 1/2			" to bilge "	3/8	
Ribs, Size of Angle Iron, single or double....	3 5/8	2 5/8		Bilge "	3/8	
" " Reversed Iron, if to every frame } or every frame	None			" to Wales "	3/8 x 5/16	
Beams, Deck (N ^o . 21) double or single } Angle Iron	4 by 2			Wales "	5/16	
" " depth & thickness of Plate amidships				Topsides "	5/16	
" " double or single Angle Iron, } on lower edge				Sheer-strakes "	5/16	
" " average space between	4 ft			Planksheers	White Oak 2 in thick	
" " if wood (N ^o .) sided & moulded				Gunwale Plate or Stringer..	Iron 5/16 x 10 in wide	
Hold, (N ^o . 9) double or single } Angle Iron	4 by 2			Waterway	Rock Elm 2 in	
" " depth & thickness of Plate amidships				Deck	Yellow Pine 2	
" " double or single Angle Iron, } on lower edge				Ceiling in flat	Rock Elm 1 1/2	
" " average space between	4 ft			Bilge Planks inside		
" " if wood (N ^o .) sided & moulded				Ceiling from Bilge to Clamps		
Paddle, wood sided and moulded } or if Iron, size of Plate. 3 1/2 }	13 Broad at Out			Hold Beam Clamps		
Engine " " " "	18 thick			" " Shelf		
Keelson, wood, sided & moulded, iron, size of }	13 x Keelson of			" " Stringers		
plate, if Box, give sketch & dimensions }	3/8 Plate 9 deep by			Ceiling between Decks		
" Side or Bilge	6 in. - & 4 in. Keelson			Stringers " "		
" Number				Deck Beam Clamps		
				" " Shelf		
				Stringers in Hold		
				Deck, Lower		

Transoms, material *Iron Ribs* or, if none, in what manner compensated for. *by Ribs & Plating.*

Knight-heads „ *Rock Elm* } are they free from defects ?

Hawse Timbers,, *Rock Elm* } are they free from defects:

The Ribs extend in one length from *Mid^c Line* to the *Dk String^r* rivetted through plates with ($\frac{3}{4}$ in.) rivets, about (6) apart.

The reverse angle irons on the floors extend in one length across the middle line from *Side* to *Side & under the Engine*
double Angle Irons

Keelson, if wood, length of scarf *if iron, how are the various lengths connected? by strips & angle iron*

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.

Plates, Garboard, double or single rivetted to keel, with rivets ($\frac{1}{4}$ in.) diameter; ~~edges from Garboards to turn of bilge, worked carvel with a lining piece ($\frac{1}{2}$ in.) thick, or clencher, double or single rivetted; rivets ($\frac{3}{4}$ in.) diameter, averaging ($\frac{2}{4}$ 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 ($\frac{2}{4}$ ins.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? *they do*

edges from bilge to wales, worked ~~carvel with a lining piece () thick, or~~ clench, double or single rivetted; rivets ($\frac{3}{4}$ in.) diameter, averaging ($\frac{2}{4}$ ins.) from centre to centre of rivets.

averaging ($\frac{3}{4}$ 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 ($\frac{3}{4}$ in.) diameter, averaging ($\frac{3}{4}$ in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? *they do*
 „ butts from wales to keelson, worked carvel with a lining piece ($\frac{3}{8}$) thick, ~~double or~~ single rivetted; rivets ($\frac{3}{4}$ in.) diameter, averaging ($\frac{3}{4}$ in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? *they do*

edges of wales and to planksheers, ~~worked carvel with a lining piece () thick, or clencher, double or single rivetted; rivets (3/4 in.) diameter,~~
averaging (2 1/4 ins.) from centre to centre of rivets.

Planksheer, how secured to the plating of the sides { Explain by a sketch, } by Screw Pointed bolts nuts below
Waterway ,, ,, planksheer and to the beams { if necessary. } the stringers. -

~~Side trussing breadth and thickness of plates how secured~~

Deck trussing	"	"	"	"	"
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Deck Beams, how secured to the side *By Iron Brackets $\frac{3}{8}$ in*

Hold " " *So*

Paddle " " By Double Brackets 78 inch

~~No. of breasthooks~~ ~~crutches~~ how are pointers compensated?

What description of iron is used for the angle iron and bar iron in the vessel? *Deru*

C. F. SEYFANG, PRINTER, FARRINGDON STREET, LONDON.

Builder's Signature.

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Lloyd's Register

iron 430A-0305

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? *they are*
 Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies? *they do*
 Do the fillings between the ribs and plates fill in all solid with sliver pieces, or are they in short lengths? *with slivers*
 Do the holes for rivetting plate to lining piece, or plate to plate, &c. answer well to each other? *they do* and are the rivet holes well and sufficiently counter sunk in the outer plate? *well counter sunk*
 Are there any rivets which either break into or have been put through the seams or butts of the plating? *very few*
 Was the plating caulked internally in the wake of the frames or ribs? *chized or caulked*

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

She has SAILS.

No.	Sails	Fathoms	CABLES, &c.	Inches.	No.	ANCHORS, and their weights.
2	Square sail	150	Chain	3/4	2	3 Cwt Rogers' Pat.
4	Fore Sails,	50	Hempen Stream Cable	6	1	6 25 Cwt
4	Fore Top Sails,	90	Hawser	—	1	Stream,
—	Fore Topmast Stay Sails,	—	Towlines	—	1	Kedge,
2	Main Sails,	—	Warp	5		
1	Main Top Sails,	90	All of <u>good</u> quality.			

and *one Mizzen*
1 fore top sail & top gallant sail
 Her Standing and Running Rigging *is well fitted* sufficient in size and good in quality.
 She has one jolly Boat Long Boat and —
 The present state of the Windlass is good Capstan winch and Rudder effect Pumps effect

GENERAL REMARKS.

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

This Vessel was at the request of the Owners Specially Surveyed Per Order No. 33. - But having received a Certificate from the Board of Trade. will account for their having refused to pay the fees to this Society.

She has three Bulkheads. - & the workmanship throughout would not bear the closest inspection. She was intended *to be* (I believe) now used as a Tug at Liverpool.

Liverpool March 5th 1853

This vessel is now a three masted Schooner and is well found in masts, spars, rigging, sails, chain cables, anchors and warps. Is now in a fit and efficient state for the safe conveyance of dry and perishable cargoes to and from all parts of the world.

In what manner are the surfaces preserved from oxidation?

By 2 coats of Red Lead outside & two inside.

I am of opinion this Vessel should be Classed A I

The Amount of the Fee... Clipping £ 1 : - : - is received by me,

Special £ 2 : 2 : -

Certificate (if required) £ 3 : 5 : - due in London

Committee's Minute 11th March 1853

Character assigned —



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