

IRON SHIPS.

18130

Red & White

No. Survey held at London Date March April 2nd 1853
 on the Screw Sc William J. M. Master George Noel
 Tonnage Gross 124 100 Engine Room 49 13/100 Register 74 33/100 Built at Hull
 When Built 1052 By whom built G. M. Pinn Owners Miss Peeler & Co
 Port belonging to London Destined Voyage Melbourne Port Philip
 If Surveyed Afloat or in Dry Dock The Bottom sighted on West's Ways of the scantlings taken afloat
 in the S^t Kathl. Docks

New Measure	Feet.	Inches.	Feet.	Inches.	Feet.	Inches.	Feet.	Inches.	Horse. No.	
Length aloft	100	9/10	Extreme Breadth	17	9/10	Depth from Beam to top of Floor	9	9/10	Power of Engines	30

	Feet.	Inches.		Sketch, when necessary.		Feet.	Inches.			Inches.	Sths.	Sketch, when necessary.
Distance between Floors amidships.....	1	10						Stem, if bar iron, moulding and thickness				
" " forward and aft	2	1						" if plate iron, breadth and thickness				
" " Ribs amidships	1	10						Stern-post, if bar iron, moulding and thickness	6	x 2		
" " " forward and aft	2	1						" if plate iron, breadth and thickness				
Floors, Size of Angle Iron, and No. ^{one} at bottom of Floor Plate	2 1/2	x 4 x 1/16						Keel, if bar iron, depth and thickness.....	6	x 2		
" depth & thickness of Plate at mid line..	7	x 1/2						" if plate iron, breadth and thickness				
" " " at turn of bilge	not seen							Garboard Plates, thickness..				
Size of Reversed Angle Iron, and No. ^{one} at top of Floor Plate..	2 1/2	x 4 x 1/16						Description of Iron.				
Ribs, Size of Angle Iron, single or double....	2 1/2	x 4 x 1/16						" to bilge	3/16			
" " Reversed Iron, if to every frame or every not any frame.....	2 1/2	x 4 x 1/16						Bilge	3/16			
Beams, Deck (N° part) double single at alternate Angle Iron back to back	3 x 3 x 1/2	8						Wales	3/16			
Keelson, " depth & thickness of Plate amidships	part section							Topsides	5/16			
" " double or single Angle Iron, on lower edge	with a base at lower edge							Sheer-strakes	5/16			
" " average space between	See Sketch											
" " if wood (N°) sided & moulded								Plankshears and Waterway	Material.			
Hold, (N°) double or single Angle Iron								Gunwale Elm	11 x 5/2			
" " depth & thickness of Plate amidships								Waterway Iron	11 x 3/10			
" " double or single Angle Iron, on lower edge								Deck ... G. P.				
" " average space between								Ceiling in flat ... Canada Elm				
" " if wood (N°) sided & moulded								Bilge Planks inside. D. to upper part				
Paddle, wood, sided and moulded or if Iron, size of Plate	5 x 6 9/16							Ceiling from Bilge to Clamps				
" Engine	See Sketch							Hold Beam Clamps				
Keelson, wood, sided & moulded, iron, size of plate, if Box, give sketch & dimensions								" Shelf				
" Side or Bilge								" Stringers				
" Number two are on each side ab 20 from middle line								Ceiling between Decks				
Transoms, material								Stringers				
								Deck Beam Clamps. Plate and angle				
								" Shelf Iron on top of beams				
								Stringers in Hold				
								Deck, Lower				

or, if none, in what manner compensated for.

Knight-heads

are they free from defects?

Hawse Timbers

}

The Ribs extend in one length from side to side apparently

riveted through plates with (5/8) in. rivets, about (5) apart.

The reverse angle irons on the floors extend in one length across the middle line from

to { Not seen to the lower part of Hold being Ceiled

" " " on the ribs " " " from

Keelson, if wood, length of scarph

if iron, how are the various lengths connected?

Plates, Garboard, double or single riveted to keel, with rivets (3/4 ins.) diameter averaging (3 in.) from centre to centre of rivet.

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

" butts from Garboards to turn of bilge, worked carvel with a lining piece (3/8) thick, double or single riveted; rivets (5/8 in.) diameter, averaging (2 ins.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the stake below? Yes

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

" butts from bilge to wales, worked carvel with a lining piece (3/8) thick, double or single riveted; rivets (1/2 in.) diameter, averaging (2 in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the stake below? Yes

" edges of wales and to plankshears, worked carvel with a lining piece (—) thick, or clencher, double or single riveted; rivets (1/2 in.) diameter, averaging (2 ins.) from centre to centre of rivets.

Planksheer, how secured to the plating of the sides

Explain by a sketch,

Waterway " " planksheer and to the beams

if necessary.

Side trussing { Not any breadth and thickness of plates

how secured

Deck trussing } Seen "

Deck Beams, how secured to the side by a Plate Bracket knee

Hold " "

Paddle " "

No. of breasthooks

crutches

how are pointers compensated?

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

Planksheer and Waterway in one of Woods with a Stringer Plate of Iron upon upper sides of Beams Riveted to an angle from 3x3 to sides of vessel and to Stringer Plate See Sketch alone

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 All Reported to be of best
 Yorkshire Iron
 Builder's Signature.
 Foundation

Iron 430A-0313

Workmanship. Are the lands or laps of the clenchwork in all cases sufficiently wide to take the rivets and support the strain on them? Do the edges of the carvel work and of the butts fay close together throughout their length without requiring any making good of deficiencies? Do the fillings between the ribs and plates fill in all solid with sliver pieces, or are they in short lengths? *not silver pieces* { apparently so
Do the holes for rivetting plate to lining piece, or plate to plate, &c., answer well to each other? *apply so* and are the rivet holes well and sufficiently countersunk in the outer plate?

Are there any rivets which either break into or have been put through the seams or butts of the plating?
Was the plating caulked internally in the wake of the frames or ribs?

The Workmanship appears to be good throughout.

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

She has SAILS.

No.	Fathoms.
Fore Sails,	160
Fore Top Sails,	3
Fore Topmast Stay Sails,	2
Main Sails,	2
Main Top Sails,	1
and	

CABLES, &c.

	Inches.	No.
Chain	15/16	2
Hempen Stream Cable		1
Hawser	6	
Towlines		
Warp	5	
All of <i>good</i> quality.		

ANCHORS, and their weights.

Bower,	3	Bowers 6 cwt
Stream,	7	3 cwt
Kedge,	1	1 cwt

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

She has *a* Long Boat and *a Life Boat*

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

GENERAL REMARKS.

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

Now done All outside and inside the Plating has been scraped, the Bottom payed with two Coats of Red Lead, and from thence upwards two Coats of Black Varnish, Inside Coated with Red Lead, Deck Caulked.

Her Screw and Funnel have been unsheathed and are stowed in the Hold, aperture for the screw has been filled up plated over and apparently made secure.

Her Cabin is a House upon Deck Amidships Length 25ft, Broad 13-0 and height above Main Deck 4-9

She has been trading from London to the Channel Islands since she was Built

In what manner are the surfaces preserved from oxidation?

Outside	{ The Bottom Coated with Red Lead and above w Black Varnish
Inside	{ Coated with Red Lead

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

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

Special£ 2 : 2 : 0

Certificate (if required)£ : 5 : -

Committee's Minute *5th April 1853*

Character assigned *A1*

Board of Trade

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