

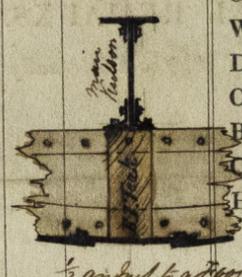
Called 103 in Dry Dock

# IRON SHIPS.

1850

No. 498 Survey held at London Date 6 Oct 19 1853  
 on the Screw Collier Caroline Master T. Rawlinson  
 Tonnage—Gross 479 5/10 Engine Room 110 7/10 Register 300 9/10 Built at Mill Wall Iron Works  
 When Built Oct 1853 By whom built Messrs S Russell & Co Owners Messrs L & Jackson & Co  
 Port belonging to London Destined Voyage To the North for Coal  
 If Surveyed Afloat or in Dry Dock On the Stocks while building \* Register produced ff

Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth from Beam to top of Floor	Feet.	Inches.	Power of Engines	Horse No.
.....	150	0	20	0	15	0	15	0	80	
	x 141	—	x 26	2/10	x 14	8/10				
Distance between Floors amidships	1	9								
“ “ forward and aft	1	9								
“ “ Ribs amidships	1	9								
“ “ forward and aft	1	9								
Floors, Size of Angle Iron, and No. at bottom of Floor Plate	4	3	x 7/16							
“ depth & thickness of Plate at mid line	15	x	5/16							
“ “ “ at turn of bilge										
“ Size of Reversed Angle Iron, and No. at top of Floor Plate	3	x	3/10							
Ribs, Size of Angle Iron, single or double	4	x	3 x 7/16							
“ “ Reversed Iron, if to every frame or every alternate frame										
Beams, Deck (No. ribs) double or single Angle Iron	0	x	3 x 1/2							
“ “ depth & thickness of Plate amidships										
“ “ double or single Angle Iron, on lower edge										
“ “ average space between			3	=	9					
“ “ if wood (No. sided & moulded										
“ Hold, (No. double or single) Angle Iron										
“ depth & thickness of Plate amidships										
“ “ double or single Angle Iron, 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 plate, if Box, give sketch & dimensions	1	-	3	x	5/16					
“ Side or Bilge	1	-	3	x	5/16					
“ Number on each side in flat of floor or, if none, in what manner compensated for by the ribs										
Transoms, material										
Knight-heads										
Hawse Timbers										



Stem, if bar iron, moulding and thickness .... 6 x 1 1/4  
 “ if plate iron, breadth and thickness ....  
 Stern-post, if bar iron, moulding and thickness 6 x 2 1/2  
 “ if plate iron, breadth and thickness  
 Keel, if bar iron, depth and thickness .....  
 “ if plate iron, breadth and thickness .... 10 x 9/16 see sketch  
 Garboard Plates, thickness.. Description of Iron. 1/2  
 “ to bilge “ .. Staffordshire 1/2  
 Bilge “ .. Staffordshire 7/16  
 “ to Wales “ .. Yorkshire 3/10  
 Wales “ .. Yorkshire 3/10  
 Topsides “ ..  
 Sheer-strakes “ .. 7/16  
 Planksheers and Waterway in one Material.  
 Gunwale Plate or Stringer.. 10 x 3/10 } see sketch  
 Waterway .. 12 x 6  
 Deck .. 0 x 3  
 Ceiling in flat .. 2 1/2  
 Bilge Planks inside .....  
 Ceiling from Bilge to Clamps  
 Hold Beam Clamps .....  
 “ Shelf .....  
 “ Stringers 2 of 3 1/2 x 5 x 3/4 } in with double angle iron at both ends and single angle iron in front  
 Ceiling between Decks ....  
 Stringers “ “ .....  
 Deck Beam Clamps .....  
 “ Shelf .....  
 Stringers in Hold .. ..  
 Deck, Lower .. ..

The Ribs extend in one length from Gunnwale to Midship rivetted through plates with 13/16 in.) rivets, about ( 7 ) apart.  
 The reverse angle irons on the floors extend in one length across the middle line from Bilge to Bilge  
 “ “ “ on the ribs “ “ “ from “ to “  
 Keelson, if wood, length of scarp if iron, how are the various lengths connected? by Strip Plates  
 Plates, Garboard, double or single rivetted to keel, with rivets ( 13/16 ins.) diameter averaging ( 2 1/4 in.) from centre to centre of rivet.  
 “ edges from Garboards to turn of bilge, worked carvel with a lining piece ( — in.) thick, or clencher, double or single rivetted; rivets ( 13/16 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 ( 9/16 ) thick, double or single rivetted; rivets ( 13/16 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? No  
 “ edges from bilge to wales, worked carvel with a lining piece ( — ) thick, or clencher, double or single rivetted; rivets ( 13/16 in.) diameter, averaging ( 2 1/4 ins.) from centre to centre of rivets.  
 “ butts from bilge to wales, worked carvel with a lining piece ( 7/16 ) thick, double or single rivetted; rivets ( 13/16 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? No  
 “ edges of wales and to planksheers, worked carvel with a lining piece ( — ) thick, or clencher, double or single rivetted; rivets ( 13/16 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, }  
 Waterway “ “ planksheer and to the beams } if necessary. }  
 Side trussing breadth and thickness of plates how secured  
 Deck trussing “ “ See Sketch  
 Deck Beams, how secured to the side  
 Hold “ “  
 Paddle “ “  
 No. of breasthooks 3 of 4 1/2 x 1/16 crutches } Ribs connected by Plates } how are pointers compensated?  
 What description of iron is used for the angle iron and bar iron in the vessel? Best Staffordshire & Yorkshire



**Workmanship.** Are the lands or laps of the clenchwork 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? *Parallel where required*  
 Do the holes for rivetting plate to lining piece, or plate to plate, &c., answer well to each other? *Yes where required* and are the rivet holes well and sufficiently countersunk 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? *none seen*  
 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> .	C or h
<i>One full Suit</i>	Fore Sails,	220	Chain .....	3	Bowens each 14-0-0
	Fore Top Sails,	90	Hempen Stream Cable .....	1	Stream, 6-0-0
	Fore Topmast Stay Sails,	30	Hawser .....	1	Kedge, 2-0-0
	Main Sails,	90	Towlines .....	4	
	Main Top Sails,	90	Warp .....	3 1/2	
and		All of <i>good</i> quality.			

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

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

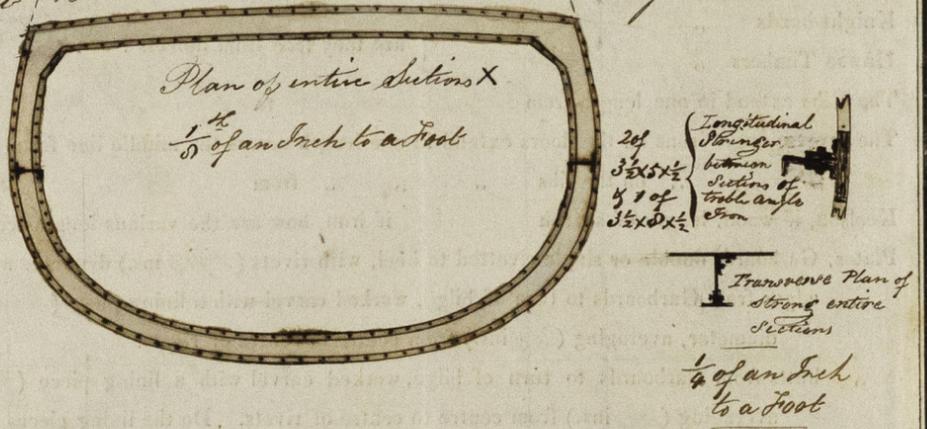
The present state of the Windlass is *good* Capstan *and* Rudder *and* Pumps *good*

*The Rudder is at the fore side of the stern, and below the shaft, deep 4 ft. broad 8 ft.*

**GENERAL REMARKS.**

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

*She has three water tight Bulkheads entire, of 3/16 to 3/8 Plates stiffed by angle iron 4x3x3/8, and three strong entire sections in the main body of the ship made of Plate iron 15" deep with double angle iron at top edge 3x3 1/2, and attached to the sides of the ship and to the Deck forming a continuous section of great transverse strength, and at near 7 feet below the Deck, a stinger of double angle iron has been introduced connected to these sections, & home to the ribs, to which it is connected at every rib with reversed angle iron, and two hold beams, have been added, the strength here mentioned occupies a length of 76 feet and the stingers are rivetted at their extremities to the perfect water tight Bulkheads these are to substitute a greater number of hold beams*



In what manner are the surfaces preserved from oxidation? *Two coats of Red Lead inside & outside also two coats of Parrot's Patent Paint and Red Lead at the Bottom.*

I am of opinion this Vessel should be Classed *A 1*

The Amount of the Fee.....£ *5* : - : - is received by me,

Special .....£ *11* : *19* : *6*

Certificate (if required) .....£ - - - - -

Committee's Minute *21<sup>st</sup> Oct. 1853*

Character assigned *A 1*

*J. A. Martin*  
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