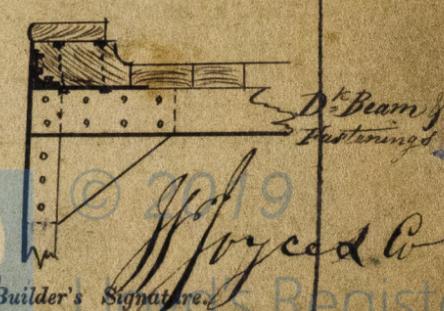
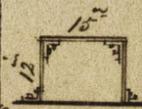


# IRON SHIPS.

1335

No. 132 Survey held at London Date July 6<sup>th</sup> to Nov<sup>2</sup> 1853  
 on the Masted Kriged Screw Steamer "Peninsula" Master W. G. Hall Last Survey Feb 26/53  
on her return from first voyage  
 Tonnage—Gross 500 2/10 Engine Room 143 Register 365 2/10 Built at Greenwich  
 When built 1853 By whom built Messrs Joyce & Co. Owners Spanish & Portuguese Steam Co.  
 Port belonging to London Destined Voyage Cadiz & London  
 If Surveyed Afloat or in Dry Dock On the Slip from the time she was Plated, and Coated, the Rivetting not complete, the Deck partly laid

Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth from Beam to top of Floor	Feet.	Inches.	Power of Engines	Horse. No.
Length aloft	192	7/10	Extreme Breadth	23	9/10	Depth from Beam to top of Floor	14	7/10	Power of Engines	90
Distance between Floors amidships	10	and	Stem, if bar iron, moulding and thickness						7	1
<i>gradually increasing forward and aft</i>			if plate iron, breadth and thickness							
Ribs amidships	10	and	Stern-post, if bar iron, moulding and thickness						6	3
<i>gradually increasing forward and aft</i>			if plate iron, breadth and thickness							
Floors, Size of Angle Iron, and No. at bottom of Floor Plate	10	3/10	Keel, if bar iron, depth and thickness						7	1 1/2
depth & thickness of Plate at mid line	10		if plate iron, breadth and thickness							
at turn of bilge	4		Garboard Plates, thickness						3/4	
Size of Reversed Angle Iron, and No. one at top of Floor Plate	2	2 1/2 x 3/10	to bilge						1/2	
Ribs, Size of Angle Iron, single or double	4	3	Bilge						7/8	7/16
Reversed Iron, to every frame	2	7/8 x 3/10	to Wales						7/16	
Beams, Deck (No. 56) double or single	6	3 x 1/2	Wales						7/16	
Angle Iron Plain			Topsides						3/10	
depth & thickness of Plate amidships			Sheer-strakes						1/2	
double or single Angle Iron, on lower edge			Gunnale angle iron						4	3 x 3/10
average space between			Planksheers						11	3/4 x 3
if wood (No. ) sided & moulded			Gunwale Plate or Stringer						16	x 3/10
Hold, (No. 41) double or single	5	3 x 1/2	Waterway						12	1/2 x 6
Angle Iron			Deck						3	
depth & thickness of Plate amidships			Ceiling in flat						2	1/2
double or single Angle Iron, on lower edge			Bilge Planks inside						2	1/2
average space between			Ceiling from Bilge to Clamps							
if wood (No. ) sided & moulded			Hold Beam Clamps							
Paddle, wood, sided and moulded or if Iron, size of Plate			Shelf							
Engine			Stringers						14	x 3/10
Keelson, wood, sided & moulded, iron, size of plate, if Box, give sketch & dimensions			Ceiling between Decks							
Side or Bilge			Stringers							
Number			Deck Beam Clamps							
Transoms, material or, if none, in what manner compensated for			Shelf							
Knight-heads			Stringers in Hold							
Hawse Timbers			Deck, Lower							
The Rib extend in one length from			Diagonal Plates							
The reverse angle irons on the floors extend in one length across the middle line			Plates 9/16 in. transversely placed upon upper sides of Deck Beams (4 pairs) and rivetted to each Beam and to the Stringer Plates on ends of Beams							
Keelson, if wood, length of scarp										
Plates, Garboard, double or single rivetted to keel, with rivets ( 1 ins ) diameter, averaging ( 6 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 ( 3/4 in. ) diameter, averaging ( 2 1/2 ins. ) from centre to centre of rivets.										
butts from Garboards to turn of bilge, worked carvel with a lining piece ( 1/2 in. ) thick, double or single rivetted; rivets ( 3/4 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 ( 3/4 in. ) diameter, averaging ( 2 1/2 ins. ) from centre to centre of rivets.										
butts from bilge to wales, worked carvel with a lining piece ( 1/2 ) thick, double or single rivetted; rivets ( 3/4 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 ( 3/4 in. ) diameter, averaging ( 2 1/2 ins. ) from centre to centre of rivets.										
Planksheer, how secured to the plating of the sides										
Waterway										
Side trussing										
Deck trussing										
Deck Beams, how secured to the side										
Hold Beams, at alternate ribs, secured to Stringer Plate										
Paddle ribs by Bracket Plates										
No. of breasthooks										
What description of iron is used for the angle iron and bar iron in the vessel?										



IRON 431-0106

535 ~~435~~ 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? *apply so*  
 Do the fillings between the ribs and plates fill in all solid with sliver pieces, or are they in short lengths? *Sliver pieces*  
 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 counter sunk in the outer plate? *apply so*  
 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> .	
<i>One full Sail, all new</i>	Fore Sails,	250	Chain .....	3	Bower, { 12-3-6 12-0-0 12-0-0
	Fore Top Sails,	100	Hempen Stream Cable .....	1	Stream, 4-1-13
	Fore Topmast Stay Sails,	90	Hawser .....	2	Kedges { 2-0-9 1-2-0
	Main Sails,	100	Towlines .....	4	
	Main Top Sails,	00	Warp .....	4	
and		All of <u>good</u> quality.			

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

She has a Long Boat and two Life Boats and a Pinnace

The present state of the Windlass is good Capstan Winch and Rudder and Pumps all new and good

**GENERAL REMARKS.**

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

*She has a raised D<sup>o</sup> Deck 2-0 high and 50-0 in length, and three Water tight Bulkheads.*

*This vessel was purchased by the present Owners when she was wholly Plated, the Plating had one Coat of Paint, Rivetting nearly complete, and part of the Deck laid; at which time she was placed under "Special Survey" for the purpose of completing, so as to be eligible for Classification, several improvements were suggested, to which the Builder readily agreed, and has since fulfilled.*

In what manner are the surfaces preserved from oxidation? *Outside. Three Coats of Red Lead throughout, two of Peacock's Patent Paint below water and three Coats of Black Paint above. Inside Two Coats of Red Lead.*

I am of opinion this Vessel should be Classed A1

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

Special .....£ 10-10-0

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

*J. S. Martin*

Committee's Minute 3<sup>rd</sup> March 1846

Character assigned A1 *19* Robert J. In

