

# IRON SHIPS.

580

H. H. H.

No. 3 Mastedr Survey held at London Date 15<sup>th</sup> to May 9<sup>th</sup> 1854  
 on the S.S. "Sydney Hall" Master Mr. Mitchell  
 Tonnage Gross 472 <sup>13</sup>/<sub>94</sub> Engine Room X Register X Built at London  
 When Built X 1854 By whom built Miss Samuda Bros Owners Miss W. De Mattos & Co  
 Port belonging to London Destined Voyage Swansea  
 If Surveyed Afloat or in Dry Dock While building

Builder's Measure Length aloft 160 Feet. 6 Inches. Extreme Breadth 24 Feet. 0 Inches. Depth from Beam to top of Floor 16 Feet. 3 Inches. Power of Engines 40 Horse No.

Distance between Floors amidships <u>for 100 feet</u>	<u>1</u>	<u>3 1/2</u>		Stem, if bar iron, moulding and thickness	<u>6</u>	<u>1 1/2</u>
<u>gradually increasing</u> forward and aft	<u>1</u>	<u>9 1/2</u>		" if plate iron, breadth and thickness		
" " Ribs amidships <u>for 100 feet</u>	<u>1</u>	<u>3 1/2</u>		Stern-post, if bar iron, moulding and thickness	<u>6</u>	<u>4</u>
<u>gradually increasing</u> forward and aft	<u>1</u>	<u>9 1/2</u>		" " if plate iron, breadth and thickness		
Floors, Size of Angle Iron, and No. at bottom of Floor Plate	<u>3 1/2</u>	<u>2 1/2</u>	<u>7/16</u>	Keel, if bar iron, depth and thickness		
" depth & thickness of Plate at mid line	<u>1</u>	<u>6</u>	<u>5/16</u>	Keelson of plate iron, depth and thickness	<u>See Sketch</u>	
" " " " at turn of bilge				Garboard Plates, thickness	<u>10</u>	<u>8</u>
" Size of Reversed Angle Iron, and No. at top of Floor Plate	<u>3</u>	<u>3</u>	<u>5/16</u>	" to bilge	<u>9</u>	<u>7/16</u>
Ribs, Size of Angle Iron, single or double	<u>3 1/2</u>	<u>2 1/2</u>	<u>7/16</u>	Bilge	<u>9</u>	<u>7/16</u>
" " Reversed Iron, if to every frame or every frame				" to Wales	<u>9</u>	<u>7/16</u>
Beams, Deck (No. <u>46</u> ) double or single Angle Iron	<u>6</u>	<u>5</u>		Wales	<u>7</u>	<u>7/16</u>
" " depth & thickness of plate amidships	<u>2</u>	<u>2</u>	<u>1/4</u>	Topsides	<u>6</u>	<u>7/16</u>
" " double or single Angle Iron, on lower edge				Sheerstrakes	<u>10</u>	<u>7/16</u>
" " average space between				Planksheers and Waterway in one	<u>5</u>	<u>14</u>
" " if wood (No. ) sided & moulded				Gunwale Plate or Stringer	<u>3</u>	<u>15</u>
" Hold, (No. <u>39</u> ) double or single Angle Iron	<u>6</u>	<u>5</u>		Waterway	<u>3</u>	<u>15</u>
" " depth & thickness of plate amidships				Deck	<u>3</u>	<u>1/4</u>
" " double or single Angle Iron, on lower edge				Ceiling in flat	<u>2</u>	
" " average space between				Bilge Planks inside		
" " if wood (No. ) sided & moulded				Ceiling from Bilge to Clamps		
" Paddle, wood, sided and moulded or if Iron, size of Plate				Hold Beam Clamps		
" Engine " " " " "				" " Shelf		
Keelson, wood, sided & moulded, iron, size of plate, if Box, give sketch & dimensions				" " Stringers	<u>12</u>	<u>5</u>
" Side or Bilge				Ceiling between Decks		
" Number				Stringers at Bilge	<u>8</u>	<u>3</u>
Transoms, material or, if none, in what manner compensated for				Deck Beam Clamps		
Knight-heads				Stringers in Hold		
Hawse Timbers				Deck, Lower		

Keel & Keelson in one depth joined at two plates each 26 inches deep 1/2 thick rivetted with long angle irons 4 x 4 x 3/4 below and 3 x 3 x 1/4 at top see sketch

Plates, Garboard, double or single rivetted 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 ( ) thick, or clencher, double or single rivetted; rivets (5/8 in.) diameter, averaging (2 1/4 ins.) from centre to centre of rivets.

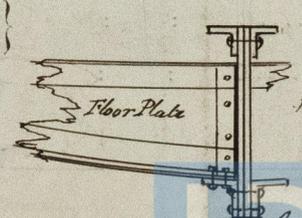
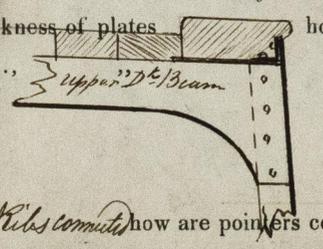
" butts from Garboards to turn of bilge, worked carvel with a lining piece (1/2) thick, double or single rivetted; rivets (5/8 in.) diameter, averaging (2 1/4 ins.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? partly so

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

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" edges of wales and to planksheers, worked carvel with a lining piece ( ) 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 ( Explain by sketch, )  
 Waterway " " planksheer and to the Beams ( if necessary. )  
 Side trussing breadth and thickness of plates how secured  
 Deck trussing " " " "  
 Deck Beams, how secured to the side  
 Hold " " " "  
 Paddle " " " "  
 No. of breasthooks and all the crutches Ribs connected how are pointers compensated? best Staffordshire and Yorkshire Iron  
 What description of iron is used for the angle iron and bar iron in the vessel? best Staffordshire and Yorkshire Iron



**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 pieces solid*  
 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 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? *not any seen*  
 Was the plating caulked internally in the wake of the frames or ribs? *not required*

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> .	
One full Sail	Fore Sails,	230	Chain .....	3	Bower, 10-0-0 each
	Fore Top Sails,	90	Hempen Stream Cable .....	1	Stream, 6-0-0 each
	Fore Topmast Stay Sails,	90	Hawser .....	2	Kedges 3-2-0 1-2-0
	Main Sails,	90	Towlines .....		
	Main Top Sails,	<i>and other</i>	Warps .....		
		All of <u>good</u> quality.			

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

She has a Long Boat and three other

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

**GENERAL REMARKS.**

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

This vessel is constructed with Compartments of Iron Amidships with a Plate Iron Flat upon Hold Beams the Compartments are intended to contain Coal Tar for the manufacture of Patent Fuel, they are below the Hold Beams between two water tight Bulkheads which extend to the Upper Deck about 30 feet asunder there are also two other water-tight Bulkheads which extend to the Under side of Upper Deck

In what manner are the surfaces preserved from oxidation? *Inside two Coats of Red Lead; outside below water, two Coats of Red Lead, and two Coats of Sparcocks Composition, above water to beakened in addition to two Coats of Red Lead*

I am of opinion this Vessel should be classed A

The amount of the Fee .....£ 5 : : is received by me, *J. P. Martin*

Special Ch. Moon .....£ 11 : 16 : -  
 Certificate (if required) .....£ : :

Committee's Minute 10<sup>th</sup> May 1854

Character assigned A *Bull of Iron*

