

IRON SHIPS.

No. 3 Mastedr Survey held at London Date 15th May 9 1854
Sc on the Schooner "Sydney Hall" Master Mr Mitchell
 Builders Measure 472 13/4 Tonnage Gross nm 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

Builders 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	Feet.	Inches.	Feet.	Inches.	Feet.	Inches.	Power of Engines	Horse No.
Distance between Floors amidships <u>for 100 ft</u>	1	3 1/2						
gradually increasing forward and aft to	1	9 1/2						
" " Ribs amidships <u>for 100 ft</u>	1	3 1/2						
gradually increasing forward and aft to	1	9 1/2						
Floors, Size of Angle Iron, and No. at								
bottom of Floor Plate	3 1/2	2 1/2	7	1/6				
" depth & thickness of Plate at mid line	1	6	5	1/6				
" " " " at turn of bilge								
" Size of Reversed Angle Iron, and No. at top of Floor Plate	3	3	5	1/6				
Ribs, Size of Angle Iron, single or double	3 1/2	2 1/2	7	1/6				
" Reversed Iron, if to every frame or every frame								
Beams, Deck (No. <u>46</u>) double or single	6	5	16					
Angle Iron								
" depth & thickness of plate amidships								
" double or single Angle Iron, on lower edge	2	2	4					
" average space between								
" if wood (No.) sided & moulded								
" Hold, (No. <u>39</u>) double or single	6	5	16					
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								
" Side or Bilge								
" Number								

Transoms, material English Oak or, if none, in what manner compensated for.
 Knight-heads English Oak are they free from defects?
 Hawse Timbers English Oak
 The Ribs extend in one length from Gunnwale to Middle line Keelson rivetted through plates with 3/4 in. rivets, about (4) apart.
 The reverse angle irons on the floors extend in one length across the middle line from 1-0 and 3-0 alternately above Bilges
 " " " on the ribs " " " from " to " forming also the keel, in two thicknesses each running well past the other
 Keelson, if wood, length of scarp of Plate iron, how are the various lengths connected?
 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 (1/2 in.) 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 (1/2) 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 bilge to wales, worked carvel with a lining piece (1/2) thick, double or single rivetted; rivets (5/8 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? partly so
 " edges of wales and to planksheers, worked carvel with a lining piece (1/2) 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?
 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 ^o .	Fathoms.	Inches.	N ^o .
Fore Sails,	230	Chain	3
Fore Top Sails,	90	Hempen Stream Cable	1
Fore Topmast Stay Sails,	90	Hawser	2
Main Sails,	90	Towlines	
Main Top Sails,	<i>and other</i>	Warpes	
		All of <i>good</i> quality.	

and
 Her Standing and Running Rigging *all* 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 Placocks Composition, above water to beakened in addition to two Coats of Red Lead

I am of opinion this Vessel should be classed *A*

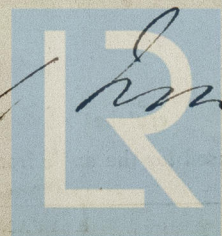
The amount of the Fee£ 5 : - is received by me,

Special *Ch*£ 11 : 16 : -

Certificate (if required)£ : -

Committee's Minute *10th May 1854*

Character assigned *A* *Built by Iron*



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