

IRON SHIPS.

order for S.S. 449. No. 975 Survey held at Mayno Date 18th September 1854
 on the Brig Oporto Master William Moore
 Tonnage Gross Engine Room ✓ Register 207 1/2 Built at Pembroke
 When Built 1854 By whom built J. H. Phipps & Co. Owners John Mitchell
 Port belonging to Mayno Destined Voyage not fixed
 If Surveyed Afloat or in Dry Dock Building

Length aloft	Feet.	Inches.	Breadth	Feet.	Inches.	Depth from Beam to top of Floor	Feet.	Inches.	Power of Engines	Horse No.
.....	116	9 1/10	20	1/10	13	7
Distance between Floors amidships	1	6				Stem, $\frac{1}{2}$ bar iron, moulding and thickness	5	1 1/2	6 x 2	
" " " forward and aft	1	6				" if plate iron, breadth and thickness	"	"	"	
" " Ribs amidships	1	6				Stern-post, $\frac{1}{2}$ bar iron, moulding and thickness	5	2	6 x 2	
" " " forward and aft	1	6				" " if plate iron, breadth and thickness	"	"	"	
Floors, Size of Angle Iron, and No. 1 at						Keel, $\frac{1}{2}$ bar iron, depth and thickness	5	1 1/2	6 x 2	
bottom of Floor Plate	3 1/2	2 1/2	5 1/16			" if plate iron, breadth and thickness	"	"	"	
" depth & thickness of Plate at mid line	12	5 1/16				Garboard Plates, thickness	1 1/2	"		
" " " " at turn of bilge						" to bilge	7 1/16	"		
" Size of Reversed Angle Iron, and	2 1/2	2 1/2	5 1/16			Bilge	7 1/16	"		
No. 1 at top of Floor Plate						" to Wales	5 1/16	"		
Ribs, Size of Angle Iron, single or double	3 1/2	2 1/2	5 1/16			Wales	5 1/16	"		
" " Reversed Iron, $\frac{1}{2}$ to every frame	3 1/2	2 1/2	5 1/16			Topsides	5 1/16	"		
" " " every alternate frame	3 1/2	2 1/2	5 1/16			Sheerstrakes	7 1/16	"		
Beams, Deck (N ^o . 35) double or single	5	3	5 1/8			Planksheers	12	7	Angle iron	
Angle Iron						Gunwale Plate or Stringer	18	3 1/8	4 x 3 1/8	
" depth & thickness of plate amidships						Waterway	6	5		
" double or single Angle Iron,						Deck	Yellow Pine	3		
on lower edge						Ceiling in flat	Rock Elm	2		
" average space between	3 feet					Bilge Planks inside	do	2		
" if wood (N ^o .) sided & moulded						Ceiling from Bilge to Clamps	Spars	1 1/2		
" X Hold, (N ^o . 4) double or single	6	3 1/2				Hold Beam Clamps				
Angle Iron						" " Shelf				
" depth & thickness of plate amidships						" " Stringers	Angle iron	5 x 3 1/2		
" double or single Angle Iron,						Ceiling between Decks				
on lower edge						Stringers				
" average space between						Deck Beam Clamps				
" if wood (N ^o .) sided & moulded						" " Shelf				
" Paddle, wood, sided and moulded						Stringers in Hold				
or if Iron, size of Plate						Deck, Lower				
" Engine										
Keelson, wood, sided & moulded, iron, size of	3	3	5 1/8							
plate, if Box, give sketch & dimensions	14	3 1/8	Plate							
" Side or Bilge	3	3	5 1/8							
" Number										

Transoms, material or, if none, in what manner compensated for.

Knight-heads " British Oak are they free from defects?

Hawse Timbers " British Oak are they free from defects?

The Ribs extend in one length from Keel to Gunwale rivetted through plates with ($\frac{3}{4}$ in.) rivets, about (7 in.) apart.

The reverse angle irons on the floors extend in one length across the middle line from Keel to above Bilge & every other to Beams

" " " on the ribs " " " from Keel to do

Keelson, if wood, length of scarp if iron, how are the various lengths connected? Shifted

Plates, Garboard, double or single rivetted to keel, with rivets ($\frac{7}{8}$ ins.) diameter averaging (3 in.) from centre to centre of rivet.

" edges from Garboards to turn of bilge, worked carvel with a lining piece (1/16 in.) thick, or clencher, double or single rivetted; rivets ($\frac{3}{4}$ 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 ($\frac{1}{16}$ in.) thick, double or single rivetted; rivets ($\frac{3}{4}$ in.) diameter, averaging (3 ins.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below?

" edges from bilge to wales, worked carvel with a lining piece (1/16 in.) thick, or clencher, double or single rivetted; rivets ($\frac{3}{4}$ in.) diameter, averaging (3 ins.) from centre to centre of rivets.

" butts from bilge to wales, worked carvel with a lining piece ($\frac{1}{16}$ in.) thick, double or single rivetted; rivets ($\frac{3}{4}$ in.) diameter, averaging (2 1/2 in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below?

" edges of wales and to planksheers, worked carvel with a lining piece (1/16 in.) thick, or clencher, double or single rivetted; rivets ($\frac{3}{4}$ in.) diameter averaging (2 1/2 ins.) from centre to centre of rivets.

Planksheer, how secured to the plating of the sides { Explain by sketch, } Bolted to Stringers

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 Plate Nuts Rivetted to Ribs

Hold " " " " " "

Paddle " " " " " "

No. of breasthooks " crutches " how are pointers compensated? Angle Iron

What description of iron is used for the angle iron and bar iron in the vessel? Said to be Best Builder's Signature.

640 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? *Short lengths*

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? *Several*

Was the plating caulked internally in the wake of the frames or ribs? *No*

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N ^o .		Fathoms.		Inches.	N ^o .
2	Fore Sails,	180	Chain	1 1/2	3
2	Fore Top Sails,	60	do	3/4	1
2	Fore Topmast Stay Sails,	75	Hempen Stream Cable	6	1
1	Main Sails,	~	Hawser	~	~
1	Main Top Sails,	10	Towlines	~	~
and	other requisite Sails		Warp	1 1/2	~
			All of <u>Good</u> quality.		

She has One 18 1/2 feet Long Boat and one 16 feet Boat
The present state of the Windlass is Good Capstan Good and Rudder Good Pumps Good

GENERAL REMARKS.

*This Vessel has been Specially Surveyed while Building
is in good Condition fit for the safe Conveyance of dry and
Perishable Cargoes to and from all parts of the World
Testing Certificate of the Chain Cable produced*

In what manner are the surfaces preserved from oxidation? *Pencoch's Patent Paint*

I am of opinion this Vessel should be classed A, 1.

The amount of the Fee£ 3 : 0 : 0 is received by me,

Oct / Special£ 5: 4: 3

Certificate (if required)£ 3 : 3 : 3

Committee's Minute 6th Oct 1854

Character assigned

Wmth Weston
John Maxwell Jun.^r

MS. A. 10. 55

Chick, B. E.

1 March
Hoped to
bring out the Curran
Survey