

IRON SHIPS.

Rec 28/8/54

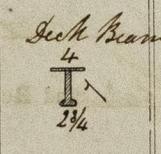
No. 12815 Survey held at Liverpool Date July 31st to August 22nd 1854
 on the Ship Talavera Master Robt Blair

~~Tonnage Gross~~ ~~Engine Room~~ Register 1160 ⁴³/₁₀₀ Built at Liverpool
 Launched Dec 1853 By whom built Cats & Miller Owners Miller Houghton & Co
 & Registered 1854 Port belonging to Liverpool Destined Voyage Calcutta

If Surveyed Afloat or in Dry Dock Dry Dock & Afloat

Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth from Beam to top of Floor	Feet.	Inches.	Power of Engines	Horse No.
Length aloft	201	7/10	Extreme Breadth	33		Depth from Beam to top of Floor	21	9/10		
Distance between Floors amidships	2	6	Ribs amidships	1	8	Stem, if bar iron, moulding and thickness	8 3/4	2 3/4		
" " " forward and aft	1	8	" " " forward and aft	1	8	" " if plate iron, breadth and thickness	8 3/4	3 1/4		
Floors, Size of Angle Iron, and No. one at bottom of Floor Plate	5	3	Keel, if bar iron, depth and thickness	8 3/4	3	" " if plate iron, breadth and thickness	8 3/4	3		
" depth & thickness of Plate at mid line	22	7/16	Garboard Plates, thickness	3/4	8ths	" to bilge	5/8	8/16	13	7/16
" " " at turn of bilge	6 1/2	7/16	" to Wales	5/8	8/16	Bilge	5/8	8/16	3	3/4
" Size of Reversed Angle Iron, and No. at top of Floor Plate	3 1/2	3	Wales	9/16	8/16	Topsides	9/16			
Ribs, Size of Angle Iron, single or double	5	3	Sheer-strakes	5/8		Planksheers	11			
" " Reversed Iron, & to every frame	5	3	Planksheers	5/8		Gunwale Plate or Stringer	15	5/8		
" " every Alternate frame	3 1/2	3	Waterway	23	11	Deck	4			
Beams, Deck (N ^o 46) double or single	4	4	Deck	4		Ceiling in flat	3			
" " depth & thickness of Plate amidships	7	4	Ceiling from Bilge to Clamps	3		Bilge Planks inside	3			
" " double or single Angle Iron	7	4	Hold Beam Clamps	12	1/2	Ceiling from Bilge to Clamps	3			
" " on lower edge	4	feet	" " Shelf	12	5/8	Hold Beam Clamps	12	5/8		
" " average space between	4	feet	" " Stringers	12	5/8	" " Shelf	12	5/8		
" " if wood (N ^o) sided & moulded	8	4 1/2	Ceiling between Decks	None		Stringers	12	5/8		
Hold, (N ^o 46) double or single	8	4 1/2	Stringers	12	5/8	Deck Beam Clamps	12	5/8		
" " depth & thickness of Plate amidships	8	4 1/2	Deck Beam Clamps	12	5/8	" " Shelf	12	5/8		
" " double or single Angle Iron	8	4 1/2	Stringers in Hold	12	5/8	Deck, Lower	3			
" " on lower edge	4	feet	Deck, Lower	3						
" " average space between	4	feet								
" " if wood (N ^o) 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 Keelson, double or single, rivetted to keel, with rivets (/ ins.) diameter averaging (3 in.) from centre to centre of rivet.										
Transoms, material None or, if none, in what manner compensated for.										
Knight-heads										
Hawse Timbers										

Sketch, when necessary.
 of a Rib between each Floor Plate.



See Sketch below Planksheer & Waterway in one

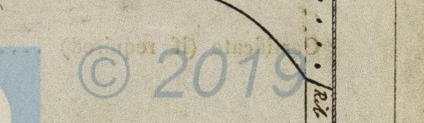
rivetted with strip pieces & 6 Angle Iron as per sketch

worked carvel with a lining piece (/ in.) thick, or clencher, double or single rivetted; rivets (7/8 in.) diameter, averaging (2 3/8 ins.) from centre to centre of rivets.

worked carvel with a lining piece (3/4 x 3/8) thick, double or single rivetted; rivets (7/8 in.) diameter, averaging (2 3/8 ins.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? No

worked carvel with a lining piece (/ in.) thick, or clencher, double or single rivetted; rivets (3/4 in.) diameter, averaging (2 3/8 ins.) from centre to centre of rivets.

worked carvel with a lining piece (/ in.) thick, or clencher, double or single rivetted; rivets (3/4 in.) diameter, averaging (2 3/8 ins.) from centre to centre of rivets.



Bolted to Gunwale Plate & Beam & Angle Iron

2 Upper Deck Beam

653 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 fay close together throughout their length without requiring any making good of deficiencies? *Yes when seen*
 Do the fillings between the ribs and plates fill in all solid with sliver pieces, or are they in short lengths? *Solid piece*
 Do the holes for rivetting plate to lining piece, or plate to plate, &c., answer well to each other? *Yes when seen* 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? *a few*
 Was the plating caulked internally in the wake of the frames or ribs? *Yes*

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 .		
2	Fore Sails,	300	Chain <i>Certificated hardware</i> 1 1/2 x 1 1/2	3	Bower,	44.1.1 - 44.0.0 - 44.0.0
2	Fore Top Sails,	90	Hempen Stream Cable	1	Stream,	14.1.11
2	Fore Topmast Stay Sails,	90	Hawser <i>Chain</i>	1	Kedge,	6.0.9
2	Main Sails,	90	Towlines			
2	Main Top Sails,	90	Warp			
and <i>others well found</i>			All of <i>good</i> quality.			

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

She has *one* Long Boat and *one life boat & one Pinnac*

The present state of the Windlass is *good* | 2 Capstan *3 & 4 good* and Rudder *good* Pumps *2 of Metal & 2 of lead good*

GENERAL REMARKS.

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

At this time found one unsound Garbut Plate shifted on the Starboardside (foremost Plate) & a few loose rivets - renewed. additional angle plates introduced in the bounter on ~~Star~~ Stern, & the Aftermost Rib connected well upward. She has one Bulkhead at each end running to the Upper Deck & two in Midships to lower Deck. Is double Rivetted from Keel to Gunwale (Butts excepted which are single.) & appears to be a good vessel & in our opinion should be classed as recommended

John Martindale
W. H. P.

J. B. A.

This vessel has made one voyage to New Orleans.

In what manner are the surfaces preserved from oxidation? *Red Paint*

We are of opinion this Vessel should be Classed *A1. Subject to Annual Survey.*

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

Aug Special£ 0 : 0 : -

Certificate (if required)£ : 5 : -

Committee's Minute *19th August 1854*

Character assigned *A1*



12815