

431

IRON SHIPS.

Rec 4/9/54

No. 956 Survey held at Glasgow Date 19th August 1854

on the Ship "Storm Cloud" Master James Campbell

Tonnage Gross Engine Room Register 907⁶³ Built at Glasgow

When Built 1854 By whom built Chas. Stephen & Sons Owners Chas. Stephen & Sons

Port belonging to Glasgow Destined Voyage Melbourne

If Surveyed Afloat or in Dry Dock Building & Afloat

Length aloft	Feet.	Inches.	Extrorse Breadth	Feet.	Inches.	Depth from Beam to top of Floor	Feet.	Inches.	Power of Engines	Horse No.
.....	<u>195</u>	<u>10</u>	<u>30</u>	<u> </u>	<u>20</u>	<u>4</u>
Distance between Floors amidships	1	6				Stem, $\frac{1}{2}$ bar iron, moulding and thickness	10	$2\frac{1}{2}$		
" " " 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	8	$3\frac{1}{2}$		
" " " forward and aft	1	6				" " if plate iron, breadth and thickness	"	"		
Floors, Size of Angle Iron, and No. 1 at bottom of Floor Plate	5	$3\frac{1}{2}$				Keel, $\frac{1}{2}$ bar iron, depth and thickness	10	$2\frac{1}{2}$		
" depth & thickness of Plate at mid line	20	$\frac{1}{2}$				" if plate iron, breadth and thickness	"	"		
" " " at turn of bilge						Garboard Plates, thickness	<u>Amidships $1\frac{1}{2}$ to $1\frac{3}{4}$ to end $1\frac{1}{2}$ to $1\frac{3}{4}$ to end</u>			
" Size of Reversed Angle Iron, and No. 2 at top of Floor Plate	3	$3\frac{1}{2}$				" to bilge	<u>do do $1\frac{3}{4}$ to $1\frac{1}{2}$ to end</u>			
Ribs, Size of Angle Iron, single or double	5	$3\frac{1}{2}$				Bilge		$1\frac{1}{2}$		
" " Reversed Iron, if to every frame or every alternate frame	3	$3\frac{3}{8}$				" to Wales		$9\frac{1}{2}$		
Beams, Deck (No. 60) double or single	$2\frac{1}{2}$	$2\frac{1}{2}$	$5\frac{1}{2}$			Wales		$9\frac{1}{2}$		
" Angle Iron	$2\frac{1}{2}$	$2\frac{1}{2}$	$5\frac{1}{2}$			Topsides		$1\frac{1}{2}$		
" depth & thickness of Plate amidships	6	$\frac{1}{2}$	<u>Bull Iron</u>			Sheer-strakes		$9\frac{1}{2}$		
" double or single Angle Iron, on lower edge						Planksheers				
" average space between	<u>3 feet</u>					Gunwale Plate or Stringer	<u>Plate iron $2\frac{1}{2}$ to $3\frac{1}{2}$ to $4\frac{1}{2}$ to $3\frac{1}{2}$</u>			
" if wood (No.) sided & moulded						Waterway	<u>cast. India Oak 12 6</u>			
Hold, (No.) double or single	$2\frac{1}{2}$	$2\frac{1}{2}$	$5\frac{1}{2}$			Deck	<u>Yellow Pine $3\frac{1}{2}$</u>			
" Angle Iron	$2\frac{1}{2}$	$2\frac{1}{2}$	$5\frac{1}{2}$			Ceiling in flat	<u>do $2\frac{1}{2}$</u>			
" depth & thickness of Plate amidships	4	$\frac{1}{2}$	<u>Bull Iron</u>			Bilge Planks inside	<u>do $2\frac{1}{2}$</u>			
" double or single Angle Iron, on lower edge						Ceiling from Bilge to	<u>do $2\frac{1}{4}$</u>			
" average space between	<u>3 feet</u>					Hold Beam Clamps				
" if wood (No.) sided & moulded						" Shelf				
Paddle, wood, sided and moulded or if Iron, size of Plate						Stringers	<u>Anteborn $2\frac{1}{2}$ to $4\frac{1}{2}$ to $3\frac{1}{2}$</u>			
Engine						Stringers between Decks	<u>Yellow Pine $1\frac{1}{4}$</u>			
Keelson, wood, sided & moulded iron, size of plate, if Box, give sketch & dimensions	14	$3\frac{1}{2}$				Stringers				
" Side or Bilge	14	$3\frac{1}{2}$				Deck Beam Clamps				
" Number <u>2</u> each side						" Shelf				
						Stringers in Hold				
						Deck, Lower	<u>Yellow Pine $2\frac{3}{4}$</u>			

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

Knight-heads " are they free from defects?

Hawse Timbers "

The Ribs extend in one length from Keel to Gunwale rivetted through plates with ($\frac{1}{8}$ in.) rivets, about (5 in) apart.

The reverse angle irons on the floors extend in one length across the middle line from in every rib to Hold Beams

" " " on the ribs " " " from there alternately to Deck Beam Stringers

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 (1 ins.) diameter averaging (4 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 ($\frac{1}{8}$ in.) diameter, averaging (3 ins.) from centre to centre of rivets.

" butts from Garboards to turn of bilge, worked carvel with a lining piece ($1\frac{1}{2}$ in.) thick, double or single rivetted; rivets ($\frac{1}{8}$ 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 (in.) thick, or clencher, double or single rivetted; rivets ($\frac{1}{8}$ in.) diameter, averaging (3 ins.) from centre to centre of rivets.

" butts from bilge to wales, worked carvel with a lining piece ($2\frac{1}{2}$ in.) thick, double or single rivetted; rivets ($\frac{1}{8}$ in.) diameter, averaging (3 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 (in.) thick, or clencher, double or single rivetted; rivets ($\frac{3}{4}$ in.) diameter, averaging (3 ins.) from centre to centre of rivets.

Planksheer, how secured to the plating of the sides { Explain by a sketch, }
 Waterway " " planksheer and to the beams { if necessary. }

Side trussing breadth and thickness of plates how secured

Deck trussing Plates $1\frac{1}{2}$ in. Rivetted to $2\frac{1}{2}$ Beams & Plates $1\frac{1}{2}$ in. Rivetted to Hold Beams

Deck Beams, how secured to the side Plates $1\frac{1}{2}$ in. Rivetted to Beams

Hold " " do do do

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

655 Iron

Yes Yes

Workmanship. Are the lands or laps of the clenwork 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*
 Do the fillings between the ribs and plates fill in all solid with sliver pieces, or are they in short lengths? *Both*
 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? *Some*
 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 ^o .		Fathoms.		Inches.	N ^o .	
2	Fore Sails,	300	Chain	1 1/2	3	Bower, <i>23-3-3423-1-9</i>
2	Fore Top Sails,	85	do	1 1/4	2	Stream, <i>21-2-40412-0-0</i>
2	Fore Topmast Stay Sails,	90	Hawser	7 1/2	1	Kedge, <i>5-2-0</i>
2	Main Sails,	90	Towlines	5 1/2		
2	Main Top Sails,	90	Warp	4 3/4		
	and other requisite sails		All of <u>Good</u> quality.			

Her Standing and Running Rigging Complete sufficient in size and Good in quality.

She has One 27 feet Long Boat and Two 28 feet Life Boats & Two 25 feet Cutters, One 28 feet Dingy & One 14 feet Dingy

The present state of the Windlass is Good Capstan 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.

Four Watertight Bulkheads
The Standing Rigging and Stays are Wire Rope
Surveyed by me several times while Building
Testing Certificates of the Chain Cable produced

In what manner are the surfaces preserved from oxidation? Red Lead and Linseed Oil Paint.

I am of opinion this Vessel should be Classed A.S.

The Amount of the Fee.....£ 5 : 0 : 0 is received by me,

Sept. 11 Special£ 4 : 4 : 0

Certificate (if required)£ 0 : 5 : 0

Committee's Minute 5th Sept 1854

Character assigned Built of Iron

Wm. D. Bennett



© 2019

Lloyd's Register Foundation