

IRON SHIPS.

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.	Breadth	Feet.	Inches.	Depth from Beam to top of Floor	Feet.	Inches.	Power of Engines	Horse. No.
.....	<u>19</u>	<u>5</u>	<u>30</u>	<u>0</u>	<u>0</u>	<u>20</u>	<u>4</u>	<u>10</u>	<u> </u>	<u> </u>
Distance between Floors amidships	<u>1</u>	<u>6</u>								
" " " forward and aft	<u>1</u>	<u>6</u>								
" " Ribs amidships	<u>1</u>	<u>6</u>								
" " " forward and aft	<u>1</u>	<u>6</u>								
Floors, Size of Angle Iron, and No. at bottom of Floor Plate	<u>5</u>	<u>3</u>	<u>1/2</u>							
" depth & thickness of Plate at mid line	<u>20</u>	<u>1/2</u>								
" " " at turn of bilge										
" Size of Reversed Angle Iron, and No. at top of Floor Plate	<u>3</u>	<u>3</u>	<u>1/2</u>							
Ribs, Size of Angle Iron, single or double	<u>5</u>	<u>3</u>	<u>1/2</u>							
" " Reversed Iron, if to every frame or every alternate frame	<u>3</u>	<u>3</u>	<u>3/8</u>							
Beams, Deck (No. <u>60</u>) double or single	<u>2 1/2</u>	<u>2 1/2</u>	<u>5/16</u>							
" Angle Iron	<u>6</u>	<u>1/2</u>	<u>Bull Iron</u>							
" depth & thickness of Plate amidships	<u>3</u>	<u>feet</u>								
" double or single Angle Iron, on lower edge	<u>3 1/2</u>	<u>2 1/2</u>	<u>5/16</u>							
" average space between	<u>3</u>	<u>feet</u>								
" if wood (No.) sided & moulded	<u>3 1/2</u>	<u>2 1/2</u>	<u>5/16</u>							
" Hold, (No.) double or single	<u>4</u>	<u>1/2</u>	<u>Bull Iron</u>							
" Angle Iron	<u>3</u>	<u>feet</u>								
" depth & thickness of Plate amidships	<u>3</u>	<u>feet</u>								
" double or single Angle Iron, on lower edge	<u>3</u>	<u>feet</u>								
" average space between	<u>3</u>	<u>feet</u>								
" if wood (No.) sided & moulded	<u>14</u>	<u>3</u>	<u>1/2</u>							
" Paddle, wood, sided and moulded or if Iron, size of Plate	<u>22</u>	<u>1/2</u>								
" Engine	<u>14</u>	<u>3</u>	<u>1/2</u>							
Keelson, wood, sided & moulded, iron, size of plate, if Box, give sketch & dimensions	<u>22</u>	<u>1/2</u>								
" Side or Bilge	<u>14</u>	<u>3</u>	<u>1/2</u>							
" Number	<u>2</u>	<u>each side</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 (7/8 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 thence 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 (7/8 in.) diameter, averaging (3 ins.) from centre to centre of rivets.

" butts from Garboards to turn of bilge, worked carvel with a lining piece (3/16 in.) thick, double or single rivetted; rivets (7/8 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 (7/8 in.) diameter, averaging (3 ins.) from centre to centre of rivets.

" butts from bilge to wales, worked carvel with a lining piece (3/16 in.) thick, double or single rivetted; rivets (7/8 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 (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 12 1/2 in. Rivetted to 2 1/2 Beams & Plates 18 1/2 in. Rivetted to Hold Beams

Deck Beams, how secured to the side Plates Nuts Welded to Beams

Hold " " do do do

Paddle " " do do do

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

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? *Both*
 Do the fillings between the ribs and plates fill in all solid with sliver pieces, or are they in short lengths? *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	Hempen Stream Cable	9		Kedge,	<i>5-2-0</i>
2	Main Sails,	90	Hawser	7 1/2			
2	Main Top Sails,	90	Towlines	5 1/2			
	and other requisite sails		Warp	4 3/4			
			All of <i>Good</i> quality.				

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

She has *One 27 ft* Long Boat and *Two 28 1/2 ft Life Boats & Two 25 ft Cutter*
28 ft Long Boat & One 14 ft 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 Certificate 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.1.*

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

Sept 14 Special£ 4 : 4 : 0

Certificate (if required)£ 0 : 5 : 0

Committee's Minute *5th Sept 1854*

Character assigned *A.1*

Built of Iron



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Foundation