

# IRON SHIPS.

No. 1033 Survey held at London Date 11<sup>th</sup> March till Oct<sup>r</sup> 24<sup>th</sup> 1854  
 on the Paddle Steamer "Pacific" Master W. A. Thompson  
 Tonnage Gross 1250 Engine Room 484 Register 985 Built at London  
 When Built 1854 By whom built Messrs. Scott Russell Owners Sidney & Melbourne  
 Port belonging to London Destined Voyage Australia  
 If Surveyed Afloat or in Dry Dock while building & in Green's dry dock

Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth from Beam to top of Floor	Feet.	Inches.	Power of Engines	Horse No.
.....	35	5	.....	32	2	.....	18	6	450	450
Distance between Floors amidships	Feet.	Inches.	Feet.	Inches.	8ths	Sketch, when necessary.	Inches.	8ths.	Sketch, when necessary.	
" " " forward and aft	.....	.....	.....	.....	.....					
" " Ribs amidships	.....	.....	.....	.....	.....					
" " " forward and aft	.....	.....	.....	.....	.....					
Floors, Size of Angle Iron, and No. at bottom of Floor Plate	.....	.....	.....	.....	.....					
" depth & thickness of Plate at mid line	.....	.....	.....	.....	.....					
" " " at turn of bilge	.....	.....	.....	.....	.....					
" Size of Reversed Angle Iron, and No. at top of Floor Plate	.....	.....	.....	.....	.....					
Ribs, Size of Angle Iron, single or double	.....	.....	.....	.....	.....					
" " Reversed Iron, if to every frame or every frame	.....	.....	.....	.....	.....					
Beams, Deck (No. double or single) Angle Iron	.....	.....	.....	.....	.....					
" " depth & thickness of plate amidships	.....	.....	.....	.....	.....					
" " double or single Angle Iron, on lower edge	.....	.....	.....	.....	.....					
" " average space between	.....	.....	.....	.....	.....					
" " if wood (No. sided & moulded	.....	.....	.....	.....	.....					
" Hold, (No. double or single) 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 Iron or, if none, in what manner compensated for.

Knight-heads Leak

Hawse Timbers Leak are they free from defects? Yes

The Ribs extend in one length from top of spar deck to top of keel rivetted through plates with ( $\frac{1}{8}$  in.) rivets, about (7) apart.

The reverse angle irons on the floors extend in one length across the middle line from bilge to bilge

" " " on the ribs one every second frame to gunwale

Keelson, if wood, length of scarp Iron if iron, how are the various lengths connected? with lining strokes

Plates, Garboard, double or single rivetted to keel, with rivets ( $\frac{3}{8}$  ins.) diameter averaging ( $2\frac{1}{2}$  in.) from centre to centre of rivet.

" edges from Garboards to turn of bilge, worked carvel with a lining piece ( $\frac{1}{8}$  in.) thick, or clencher, double or single rivetted; rivets ( $\frac{1}{8}$  in.) diameter, averaging (7 ins.) from centre to centre of rivets.

" butts from Garboards to turn of bilge, worked carvel with a lining piece ( $\frac{1}{8}$  in.) thick, double or single rivetted; rivets ( $\frac{1}{8}$  in.) diameter, averaging ( $2\frac{1}{2}$  ins.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? No

" edges from bilge to wales, worked carvel with a lining piece ( $\frac{3}{4}$  in.) thick, or clencher, double or single rivetted; rivets ( $\frac{1}{8}$  in.) diameter, averaging ( $2\frac{1}{2}$  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 ( $\frac{1}{8}$  in.) diameter, averaging ( $2\frac{1}{2}$  in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? No

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

Planksheer, how secured to the plating of the sides { Explain by sketch, if necessary. }

Waterway " " planksheer and to the Beams { }

Side trussing breadth and thickness of plates how secured

Deck trussing " " " "

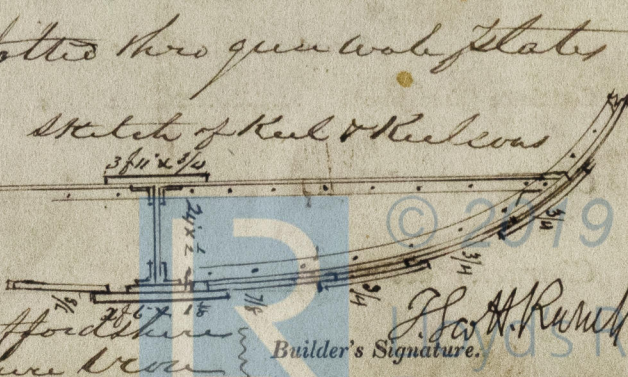
Deck Beams, how secured to the side { by three plates }

Hold " " " "

Paddle " " " "

No. of breasthooks to gunwale how are pointers compensated?

What description of iron is used for the angle iron and bar iron in the vessel? best Staffordshire



677 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? *Solid pieces*  
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? *no*  
Was the plating caulked internally in the wake of the frames or ribs? *no*

Her Masts, Yards, &c., are in \_\_\_\_\_ condition, and sufficient in size and length.

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.	
N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .	
2	Fore Sails,	300	Chain .....	1 3/4	3	Bower, <i>42.5.7</i>
2	Fore Top Sails,	120	Hempen Stream Cable .....	9	1	Stream, <i>30.0.10</i>
2	Fore Topmast Stay Sails,	120	Hawser .....	8	2	Kedge, <i>40.20.4</i>
2	Main Sails,	120	Towlines .....	7		
	Main Top Sails,		Warp .....	5 1/2		
	and		All of <i>good</i> quality.			
	<i>4 wire</i>	<i>90 fathoms</i>	<i>Mooring Chain</i>	<i>1 1/8</i>		
Her Standing and Running Rigging <i>Hemp</i> sufficient in size and <i>new &amp; good</i> in quality.						
She has <i>fine</i> Long Boat and <i>24 f long &amp; one of 23 feet</i>						
The present state of the Windlass is <i>patent</i> Capstan <i>winch</i> and Rudder <i>iron</i> Pumps <i>four</i>						

GENERAL REMARKS.

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

*This Vessel has been surveyed by us Continually while building and is a very strong well built Vessel She is Constructed with three water tight and seven partial bulkheads She was originally Constructed with a poop and top gallant fore castle but which were united & formed into a spar deck*

In what manner are the surfaces preserved from oxidation? *Three Coats red lead & two of Pencocks mixture*

I am of opinion this Vessel should be classed *A 1*

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

Special .....£ 31 : 10 : -

Certificate (if required) .....£ : : -

Committee's Minute *7th November 1854*

Character assigned *A 1* *Chief Officer* *Boat of iron*

*J. A. Ritchie*  
*J. A. Martin*