

IRON SHIPS.

Rec 23/11/54

No. 1000 Survey held at Glasgow Date 20th November 1854
 on the Steam Ship "Cuparaut" Master John Birch
 Tonnage Gross 1144 Engine Room 458 Register 658 Built at Glasgow
 When Built 1854 By whom built Smith & Wodger Owners James Finlay & Co
 Port belonging to Liverpool Destined Voyage Mediterranean
 If Surveyed Afloat or in Dry Dock Building & Afloat

Length aloft 25¹/₂ Feet. 1¹/₂ Inches. Extreme Breadth... 29¹/₂ Feet. 1¹/₂ Inches. Depth from Beam to top of Floor... 20 Feet. 5 Inches. Power of Engines.... 200 Horse No.

Feet.	Inches.	Feet.	Inches.	Feet.	Inches.	Feet.	Inches.	Horse No.
Length aloft	25 1/2	Extreme Breadth	29 1/2	Depth from Beam to top of Floor	20 5	Power of Engines	200	
Distance between Floors amidships	1	3						
" " " forward and aft	1	3						
" " " Ribs amidships	1	3						
" " " forward and aft	1	3						
Floors, Size of Angle Iron, and No. 1 at bottom of Floor Plate	5	3	1/2					
" depth & thickness of Plate at mid line	20	3						
" " " " at turn of bilge								
" Size of Reversed Angle Iron, and No. 2 at top of Floor Plate	3	3	3/8					
Ribs, Size of Angle Iron, single or double	5	3	1/2					
" Reversed Iron, 1 to every frame or every frame	3	3	3/8					
Beams, Deck (N ^o . 58) double or single Angle Iron	8	1/2						
" depth & thickness of plate amidships	3	3	3/8					
" double or single Angle Iron, on lower edge	3	3	3/8					
" average space between	3	ft	9 in					
" if wood (N ^o .) sided & moulded								
" Hold, (N ^o . 45) double or single Angle Iron	8	1/2						
" depth & thickness of plate amidships	3	3	3/8					
" double or single Angle Iron, on lower edge	3	3	3/8					
" average space between	3	ft	9 in					
" 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	5	1/2	4 1/2					
" Side or Bilge	2 1/2	1/2	2 1/2					
" Number								

Transoms, material Angle Iron or, if none, in what manner compensated for.
 Knight-heads " are they free from defects?
 Hawse Timbers " are they free from defects?
 The Ribs extend in one length from Keel to Gunwale rivetted through plates with (3/4 in.) rivets, about (8 in.) apart.
 The reverse angle irons on the floors extend in one length across the middle line from Keel to Waterway
 " " " on the ribs " " " from Keel to do
 Keelson, if wood, length of scarp if iron, how are the various lengths connected? Spliced
 Plates, Garboard, double or single rivetted to keel, with rivets (1/8 in.) diameter averaging (3 1/4 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 (3/4 in.) diameter, averaging (2 1/2 in.) from centre to centre of rivets.
 " butts from Garboards to turn of bilge, worked carvel with a lining piece (1/16 in.) thick, double or single rivetted; rivets (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 from bilge to wales, worked carvel with a lining piece (1/16 in.) thick, or clencher, double or single rivetted; rivets (3/4 in.) diameter, averaging (2 1/2 in.) from centre to centre of rivets.
 " butts from bilge to wales, worked carvel with a lining piece (1/16 in.) thick, double or single rivetted; rivets (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 (3/4 in.) diameter averaging (2 1/2 in.) from centre to centre of rivets.
 Planksheer, how secured to the plating of the sides { Explain by sketch, } Bolted to Stringers & Plating
 Waterway " " planksheer and to the Beams { if necessary.
 Side trussing breadth and thickness of plates how secured
 Deck trussing Plate 12 x 3/8 Rivetted to Angle Iron on Beams
 Deck Beams, how secured to the side Knees Welded to Beams & Rivetted to Ribs
 Hold " " do
 Paddle " " do
 No. of breasthooks 4 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 Smith & Wodger Builder's Signature.

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? *Many*
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 .			
1	Fore Sails,	230	Chain	1 1/2	3	Trotman	20-0-0	Rodgers
1	Fore Top Sails,	90	Hempen Stream Cable	8	1	Bower,	20-0-0	20-0-0
1	Fore Topmast Stay Sails,	90	Hawser	4	1	Stream,	18-0-0	Rodgers
1	Main Sails,	120	Towlines	5 1/2		Kedge,	5-0-0	do
1	Main Top Sails,	100	Warp	4 1/2			3-0-0	do
and other Sails			All of <i>Good</i> quality.					

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

She has *Two 22 feet* Long Boats and *Two 24 feet* Life Boats & one 18 ft. Sloop

The present state of the Windlass is *Good* Capstan *Good* and Rudder *Good* Pumps *5 Good*

GENERAL REMARKS.

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

Has a raised Quarter Deck, Fore and Main Masts of 100 ft. and Main Mast 110 ft. to the top of the Water Line, Fore and Main Standing Rigging Wire Rope; 1/2 Barque Rigged. Has seven Watertight Bulkheads; is in good condition fit for the safe conveyance of dry and perishable Cargoes to and from all parts of the World. Has been surveyed several times while Building. Testing Certificates of the Chain Cables produced.

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

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

The amount of the Fee£ 5 : 0 : 4 is received by me,
now Special£ 4 : 4 : 0

Certificate (if required)£ 5 : 0 : 0

Committee's Minute *24th November 1854*

Character assigned *A.1.*
Pruct of Iron
M.C. L.S.

Wm. Robertson
John Maxwell Secy.

