

IRON SHIPS.

Survey held at Chester Date Nov 18 1854
on the Screw Steamship Chester Master Gillatt
Tonnage Gross 567 Engine Room 126 Register 441 Built at Chester
When Built 1854 By whom built J. Cram Owners General Iron Screw Collier Co.
Port belonging to London Destined Voyage London
If Surveyed Afloat or in Dry Dock While Building (Specially Surveyed)

[illegible]

Transoms, material *None* or, if none, in what manner compensated for. *Framed Elliptic Stern & an Iron Cabin Deck on Hold -*
 Knight-heads *„ African Oak* *- Beams 16 ft 7 in long from Stern Post & from side to side rivetted -*
 Hawse Timbers *„ None* } are they free from defects? *- to Skinger Plate & Beams*

The reverse angle irons on the floor of the ribs are rivetted through plates with ($\frac{3}{4}$ in.) rivets, about ($6\frac{1}{2}$) apart.

The reverse angle irons on the floors extend in one length across the middle line from *Bridge* to *Bridge*
 " " " on the ribs " " " from *None* to
 Keelson, if wood, length of scarf if iron, how are the various lengths connected? *Angle Iron & lining piece (Keelson in Engine Room only.)*
 Plates, Girders, & other members *13/16 inch*

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

edges from Garboards to turn of bilge, worked ~~covered with a lining piece~~ ($\frac{1}{2}$ in.) thick, or clenchers, double or single rivetted; rivets ($\frac{3}{4}$ in.) diameter, averaging ($2\frac{1}{4}$ ins.) from centre to centre of rivets.

butts from Garboards to turn of bilge, worked carvel with a lining piece ($4\frac{1}{2}$ in.) thick, double or single rivetted; rivets ($\frac{3}{4}$ 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? *Yes & above also.*

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

butts from bilge to wales, worked carvel with a lining piece $(\frac{1}{2} \times \frac{1}{2})$ thick, ~~double~~ single rivetted; rivets ($\frac{3}{4}$ in.) diameter, averaging ($2\frac{1}{4}$ in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? *Yes & above also.*

edges of wales and to planksheers, worked ~~cannel~~ with a lining piece () thick, or clencher, double or single rivetted; rivets ($\frac{3}{4}$ in.) diameter, averaging ($2\frac{1}{4}$ ins.) from centre to centre of rivets.

Planksheer, how secured to the plating of the sides

Waterway „ „ planksheer and to the beams { if necessary.

Side trussing *None* breadth and thickness of plates how secured

Deck trussing "

Deck Beams, how secured to the side *Riveted to Ribs by "Knee" Plates & Spunges ditto.*

Hold " "

Paddle ”

No. of breasthooks *28 Rib faceratches* *Rib feet connected?* how are pointers compensated? *Framed elliptic Stern & Shinger Plates*

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

Builder's Signature.

723 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? *a few butts only*
Do the fillings between the ribs and plates fill in all solid with sliver pieces, or are they in short lengths? *Slid*
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? *a few*
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 ^o .		Fathoms.		Inches.	N ^o .	
	Fore Sails,		Chain			Bower,
	Fore Top Sails,		Hempen Stream Cable			Stream,
	Fore Topmast Stay Sails,		Hawser			Kedge,
	Main Sails,		Towlines			
	Main Top Sails,		Warp			
and			All of _____ quality.			

Her Standing and Running Rigging _____ sufficient in size and _____ in quality.

She has _____ Long Boat and _____

The present state of the Windlass is _____ Capstan _____ and Rudder _____ Pumps _____

GENERAL REMARKS.

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

This vessel was built expressly for the conveyance of coals. She has a double bottom (both watertight) from the fore to the after bulkhead, intended for Water Ballast.

The Cabin & Forecastle Decks are 3/8 Iron plate rivetted to Hold Beams & Stinger Plate the forward being 22 feet long from Stern & that aft 16 ft 7 in from Mast uniting both sides of the ship.

3 Bulkheads up to Upper Deck Beams

Explanation of Letters on Sketch

- A Represents 3' deals laid across the bottom about 4 feet apart & Beiling of flat nailed into it*
- B- The inner bottom plates Watertight.*
- C- The reversed angle iron on top of Floor plates.*
- D- Vertical angle iron rivetted to Floor plates.*
- E- Rib overlapping the inner bottom.*

In what manner are the surfaces preserved from oxidation? -

- Red Paint

I am of opinion this Vessel should be Classed *A*

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

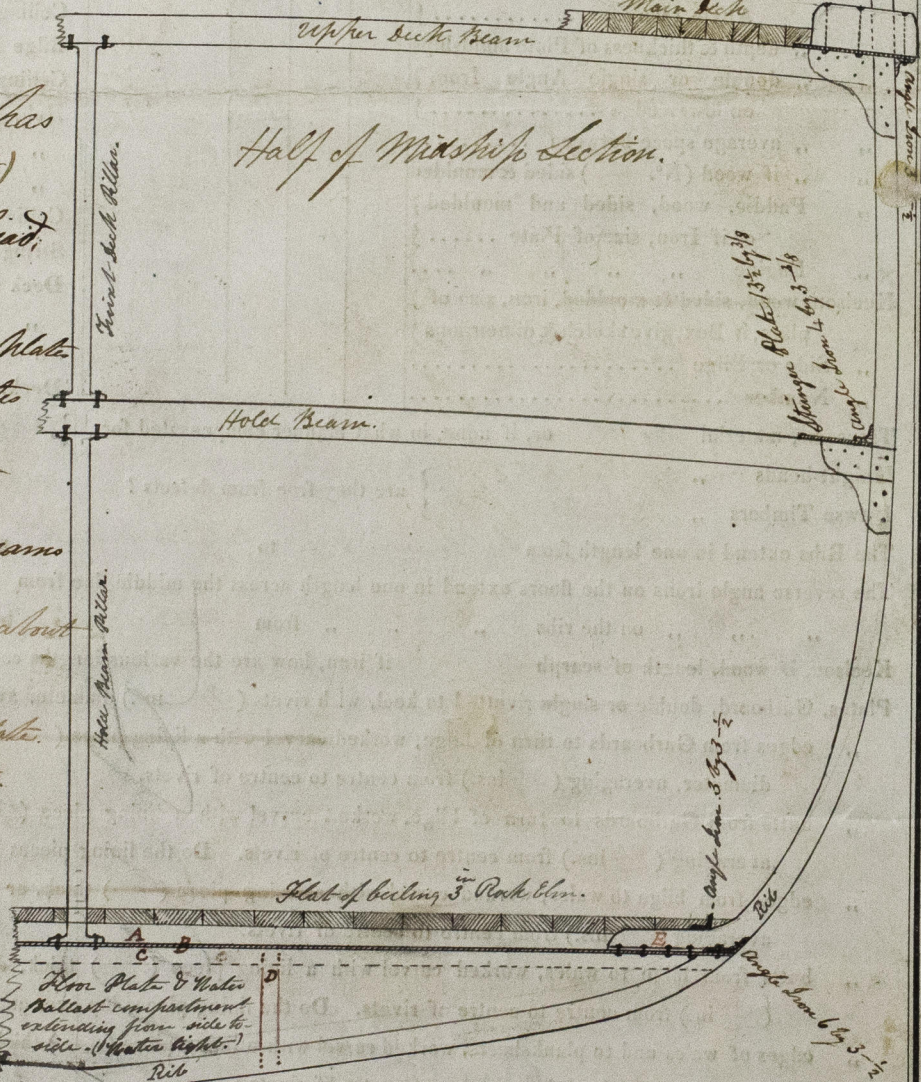
Special£ 22 : 1 : Paid *for*

Certificate (if required)£ *Protn*

Committee's Minute *13th February* 185*5*

Character assigned *A*

Built of Iron, L.R.



Lloyd's Register Foundation