


IRON SHIPS.

Rec 8/3/35

No. 13118 Survey held at Liverpool Date March 6th 1855
 on the Ship Conflict Master Robt Dias
 Tonnage Gross 1305 Engine Room 1326 Built at Liverpool
 When Built 1854 By whom built Cato & Co Owners W Smith junr
 Port belonging to Liverpool Destined Voyage Bombay
 If Surveyed Afloat or in Dry Dock Usually Surveyed while building

Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth from Beam to top of Floor	Feet.	Inches.	Power of Engines	Horse No.
	24	0	33	4	0	22	3	0		
Distance between Floors amidships	1	0				Stem, if bar iron, moulding and thickness	10	2 3/4		
" " " forward and aft	1	0				" if plate iron, breadth and thickness				
" " Ribs amidships	1	0				Stern-post, if bar iron, moulding and thickness	8	2 3/4		
" " " forward and aft	1	0				" if plate iron, breadth and thickness				
Floors, Size of Angle Iron, and No. <u>one</u> at bottom of Floor Plate	5	0	1/2			Keel, if bar iron, depth and thickness	8	2 3/4		
" depth & thickness of Plate at mid line	24	"	1/2	6	1/2	" if plate iron, breadth and thickness				
" " " at turn of bilge	6	"	1/2			Garboard Plates, thickness				
" Size of Reversed Angle Iron, and No. <u>one</u> at top of Floor Plate	8	0	1/2			" to bilge				
Ribs, Size of Angle Iron, single or double	5	0	1/2			Bilge				
" Reversed Iron, <u>to every frame</u>	8	0	1/2			" to Wales				
" or every other frame	8	0	1/2			Wales				
Beams, Deck (No. <u>53</u>), double or single	7	9/16				Topsides				
" Angle Iron <u>Patent blue</u>						Sheer-strakes				
" depth & thickness of Plate amidships						Planksheers & waterway in one piece of iron				
" double or single Angle Iron						Gunwale Plate or Stringer	24	1/2	6	
" on lower edge						Waterway	10	"		
" average space between	3 1/2	9 in				Deck	4	"		
" if wood (No. <u>51</u>) sided & moulded						Ceiling in flat	3	"		
" Hold, (No. <u>51</u>) double or single	8	9/16				Bilge Planks inside	8	"		
" Angle Iron <u>Patent blue</u>						Ceiling from Bilge to Clamps	3	"		
" depth & thickness of Plate amidships						Hold Beam Clamps				
" double or single Angle Iron						" Shelf				
" on lower edge						" Stringers	24	1/2	6	
" average space between	3 1/2	9 in				Ceiling between Decks	3	"		
" if wood (No. <u>51</u>) sided & moulded						Stringers				
" Paddle, wood, sided and moulded						Deck Beam Clamps				
" or if iron, size of Plate						Shelf				
" Engine						Stringers in Hold				
Keelson, wood, sided & moulded, iron, size of	24	3/4				Deck, Lower				
plate, if Box, give sketch & dimensions	16	3/4								
" Side Bilge <u>Keelson angle</u>	6	3								
" Number										

Transoms, material or, if none, in what manner compensated for. Radiating angle iron round the stern
 Knight-heads "iron framed" are they free from defects?
 Hawse Timbers "iron framed" and those across the hull from upper part of bilge to upper part of bilge opposite side
 The Ribs extend in one length from gunwale to five feet below the bilge 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 upper part of bilge to the same on the other side
 " " " on the ribs " " " from below the bilge to gunwale with angle iron rivetted to floor plates
 Keelson, if wood, length of scarp if iron, how are the various lengths connected? With double angle iron back to back on top 16 ft 8 in
 Plates, Garboard, double or single rivetted to keel, with rivets (1/2 in.) diameter averaging (3 in.) from centre to centre of rivet.
 " edges from Garboards to turn of bilge, worked carvel with a lining piece (1/4 in.) thick, or clencher, double or single rivetted; rivets (7/8 in.) diameter, averaging (2 1/4 in.) from centre to centre of rivets.
 " butts from Garboards to turn of bilge, worked carvel with a lining piece (3/4) thick, double or single rivetted; rivets (7/8 in.) diameter, averaging (2 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
 " edges from bilge to wales, worked carvel with a lining piece (1/4) thick, or clencher, double or single rivetted; rivets (7/8 in.) diameter, averaging (2 1/4 in.) from centre to centre of rivets.
 " butts from bilge to wales, worked carvel with a lining piece (1/4) thick, double or single rivetted; rivets (7/8 in.) diameter, averaging (2 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
 " edges of wales and to planksheers, worked carvel with a lining piece (1/4) thick, or clencher, double or single rivetted; rivets (7/8 in.) diameter, averaging (2 1/4 in.) from centre to centre of rivets.
 Planksheer, how secured to the plating of the sides in one piece Explain by a sketch, 
 Waterway and and well secured to the outside plating & gunwale plates if necessary.
 Side trussing none breadth and thickness of plates how secured
 Deck trussing none " " " "
 Deck Beams, how secured to the side
 Hold " The ends of the beams turn down & are secured with plates
 Ribs " & the butts of the frame angle iron well secured forward and aft with plate
 No. of breasthooks 4 crutches how are pointers compensated? with iron plates extending well forward
 What description of iron is used for the angle iron and bar iron in the vessel? All of best quality
 Builder's Signature Cato Miller

740. 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? *one length the breadth of the plate*
 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? *very few*
 Was the plating caulked internally in the wake of the frames or ribs? *the whole of the inside & outside well caulked*

Her Masts, Yards, &c., are in *good* condition, and sufficient in size and length.

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.	
No.		Fathoms.		Inches.	No.	
2	Fore Sails,	300	Chain <i>Comp. of 1st. & 2nd. 1 1/2</i>	3	Bower,	47-3-0
2	Fore Top Sails,	80	Hempen Stream Cable <i>1 1/2</i>	1	Stream,	47-3-20
2	Fore Topmast Stay Sails,	90	Hawser	9	2	Kedges <i>7 & 4 Cent</i>
2	Main Sails,	120	Towlines	7		
2	Main Top Sails,	90	Warp	5		
4 and	<i>top gallant sails</i>		All of <i>good</i> quality.			
	<i>well found in other sails</i>					

Her Standing and Running Rigging *is well fitted* sufficient in size and *good* in quality.

She has *one* Long Boat and *4 others*

The present state of the Windlass is *good* Capstan *good* and Rudder *good* Pumps *of iron & good*

GENERAL REMARKS.

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

This ship was specially surveyed by me while building. The workmanship and materials are of the best description. And in my opinion is a very strong ship. The sister keelsons are placed two feet six inches from the main keelson and from thence to the Bilge keelsons eight feet, as also iron plates 1 1/2 by 1/2 in on each side of the hatchways all fore and aft on top of the beams of both decks and will be fastened to the beams and angle iron of the frame forward and aft. As also one iron bulkhead about the after part of the fore-castle extending from the flooring to the upper deck & two other bulkheads one forward and one about the main mast & extend from the flooring to the lower deck. Well secured with half round and angle iron & watertight. Has also stanchions under the upper and lower deck beams, all will be fastened to the beams and keelson. Is now in a fit and efficient state for the safe conveyance of any and perishable cargoes to and from all parts of the world.

In what manner are the surfaces preserved from oxidation? *well coated with tainly*

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

The Amount of the Fee.....£ 35 : : is received by me,

Special£ 65 : 5- 6/3/55

Certificate (if required)£ : *Grants*

Committee's Minute *9th March* 1855

Character assigned *A 1. Built of Iron*



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Lloyd's Register Foundation

Completed 1918

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