

IRON SHIPS.

No. 13281 Survey held at Sandycroft (Chester) Date May 19th 1855
 on the Ship Winfred Master J. Hunter
 Tonnage Gross 1488 Engine Room none Register old 1300 Built at Sandycroft (Chester)
 When Built 1854 By whom built J. Bram Owners Charles Jones & Co.
 Port belonging to Liverpool Destined Voyage
 If Surveyed Afloat or in Dry Dock While Building (Specially Surveyed)

Length aloft 21 3/10 Feet. Inches. Extreme Breadth.... 34 3/10 Feet. Inches. Depth from Beam to top of Floor.. 22 Feet. Inches. Power of Engines.... none Horse. No.

	Feet.	Inches.	Feet.	Inches.	Feet.	Inches.	Power of Engines....	Horse. No.
Length aloft	21	3/10	Extreme Breadth	34	3/10	Depth from Beam to top of Floor	22	none
Distance between Floors amidships	1	6						
" " " forward and aft	1	9						
" " Ribs amidships	1	6						
" " " forward and aft	1	9						
Floors, Size of Angle Iron, and No. double at bottom of Floor Plate	5	3	5/8					
" depth & thickness of Plate at mid line	24	1	2					
" " " at turn of bilge	11	1	2					
" Size of Reversed Angle Iron, and No. single at top of Floor Plate	3	3	1/2					
Ribs, Size of Angle Iron, single or double	5	3	5/8					
" Reversed Iron, if to every frame	3	3	3/8					
Beams, Deck (N° 64) double or single	8	1	2					
" Angle Iron	8	1	2					
" " depth & thickness of Plate amidships	8	1	2					
" " double Angle Iron, on edge	3	3	3/8					
" " average space between	3	3	3/8					
" " if wood (N°) sided & moulded	3	3	3/8					
Hold, (N° 58) double or single	4	1	1/4					
" Angle Iron	4	1	1/4					
" " depth & thickness of Plate amidships	9	1	1/4					
" " double Angle Iron, on edge	3	3	1/2					
" " average space between	3	3	1/2					
" " if wood (N°) sided & moulded	3	3	1/2					
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	30	1	3/8					
" Side or Bilge	8	1	1/4					
" Number Bilge	5	3	5/8					
Transoms, material none or, if none, in what manner compensated for.								
Knight-heads								
Hawse Timbers								
The Ribs extend in one length from								
The reverse angle irons on the floors extend in one length across the middle line from								
Keelson, if wood, length of scarp								
Plates, Garboard, double or single rivetted to keel, with rivets (1/8 ins.) diameter averaging (3/4 ins.) from centre to centre of rivet.								
" edges from Garboards to turn of bilge, worked carvel with a lining piece (1/8 in.) thick, or clencher, double or single rivetted; rivets (1/8 in.) diameter, averaging (2 1/4 ins.) from centre to centre of rivets.								
" butts from Garboards to turn of bilge, worked carvel with a lining piece (1/8 in.) thick, double or single rivetted; rivets (1/8 in.) diameter, averaging (2 1/4 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 (1/8 in.) thick, or clencher, double or single rivetted; rivets (1/8 in.) diameter, averaging (2 1/4 ins.) from centre to centre of rivets.								
" butts from bilge to wales, worked carvel with a lining piece (1/8 in.) thick, double or single rivetted; rivets (1/8 in.) diameter, averaging (2 1/4 ins.) 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 (1/8 in.) thick, or clencher, double or single rivetted; rivets (1/8 in.) diameter, averaging (2 1/4 ins.) from centre to centre of rivets.								
Planksheer, how secured to the plating of the sides								
Waterway " " planksheer and to the beams								
Side trussing breadth and thickness of plates								
Deck trussing								
Deck Beams, how secured to the side								
Hold " "								
Paddle " "								
No. of breasthooks								
What description of iron is used for the angle iron and bar iron in the vessel?								

Sketch, when necessary.

Deck Beam

Hold Beam

18" broad

angle iron

3/4" x 3/4"

1/4"

1/4"

1/4"

1/4"

1/4"

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1/4"

Stem, if bar iron, moulding and thickness	12	2 1/2	at bottom
" if plate iron, breadth and thickness	9	2	at head
Stern-post, if bar iron, moulding and thickness	12	2 1/2	at bottom
" if plate iron, breadth and thickness	9	4	at load line
Keel, if bar iron, depth and thickness	10	2 1/2	at upper deck
" if plate iron, breadth and thickness			
Garboard Plates, thickness	14/16	13/16	Ends
" to bilge	3/4	11/16	
Bilge	5/8	9/16	
" to Wales	5/8	9/16	
Wales	3/4	3/4	
Topsides	9/16	1/2	
Sheer-strakes	11/16	5/8	
Planksheers			See Sketch
Gunwale Plate or Stringer	Iron	24	5/8
Waterway	E. I. Teak	15	10
Deck	Yellow pine	4 1/2	
Ceiling in flat	R. Elm	3 1/2	
Bilge Planks inside	oak	3 1/2	
Ceiling from Bilge to Clamps	oak & Pine	2 1/2	
Hold Beam Clamps	Black Pine	2 1/2	
" Shelf			
" Stringers	Iron	22	3/4
Ceiling between Decks	angle iron	5	8-9/4
Stringers			
Deck Beam Clamps			
" Shelf			
Stringers in Hold			
Deck, Lower	Spice	3	

Framed elliptic stern.

An angle iron ring 3 by 3 & 1/2 rivetted inside of main keelson & placed a foot 19 feet apart & the entire length of keelson, but they were much nearer each other at the masts.

rivetted through plates with (1/8 in.) rivets, about (3 to 9) apart.

from lower side of bilge to lower side of bilge on alternate floors & from centre of keelson to 2nd futtock heads & from 2nd futtock heads to gunwale on alternate ribs.

Angle iron & lining pieces.

Double

double or single rivetted to keel, with rivets (1/8 ins.) diameter averaging (3/4 ins.) from centre to centre of rivet.

edges from Garboards to turn of bilge, worked carvel with a lining piece (1/8 in.) thick, or clencher, double or single rivetted; rivets (1/8 in.) diameter, averaging (2 1/4 ins.) from centre to centre of rivets.

butts from Garboards to turn of bilge, worked carvel with a lining piece (1/8 in.) thick, double or single rivetted; rivets (1/8 in.) diameter, averaging (2 1/4 ins.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? Yes in alternate strakes.

edges from bilge to wales, worked carvel with a lining piece (1/8 in.) thick, or clencher, double or single rivetted; rivets (1/8 in.) diameter, averaging (2 1/4 ins.) from centre to centre of rivets.

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Planksheer, how secured to the plating of the sides

Waterway " " planksheer and to the beams

Side trussing breadth and thickness of plates

Deck trussing

Deck Beams, how secured to the side

Hold " "

Paddle " "

No. of breasthooks

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

crutches

how are pointers compensated? Framed elliptic stern.

Builder's Signature.

783 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 piece*
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 Good condition, and sufficient in size and length. *Main & Fore Masts are Iron.*

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.	
N ^o .		Fathoms.		Inches.	N ^o .	
2	Fore Sails,	300	Chain <i>Test Cable</i>	2 1/16	3	Bower, 37.0.11-35.1.21-35.0.15
2	Fore Top Sails,	90	Hempen Stream Cable	1 1/2	1	Stream, 13.1.0
2	Fore Topmast Stay Sails,	90	Chain Hawser	1 1/2	1	Kedge, 8.3.17
1	Main Sails,	90	Towlines	6 1/2		
1	Main Top Sails,	90	Warp	6		
and the others well found		90	All of <u>Good</u> quality.	5		

Her Standing and Running Rigging are sufficient in size and Good in quality.

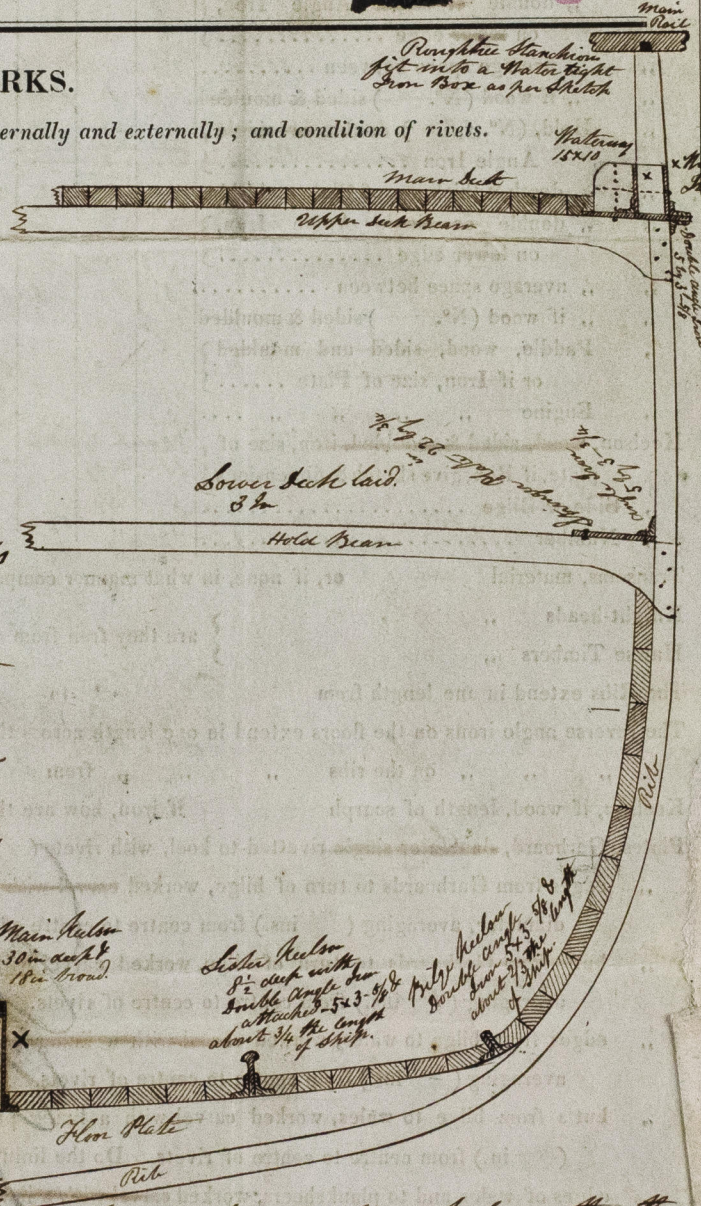
She has one Long Boat and 3 others

The present state of the Windlass is Good Capstan Good and Rudder Good Pumps 4 of Good.

GENERAL REMARKS.

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

This vessel was built before the Rules for the construction of Iron vessels came into operation. The Butts and Plating are double rivetted throughout, excepting the Keel which is treble. She has no Watertight Bulkheads the Owners considering they would interfere with the stowage of the Cargo, consequently she can derive no advantage from the New Rules, but is entitled to class A1 under the old regulation.



In what manner are the surfaces preserved from oxidation? Red Paint

I am of opinion this Vessel should be Classed A1 subject to Annual Survey.

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

Special£ 65 : " : " *29/5/55* Senr. Martindale

Certificate (if required)£ Extra

Committee's Minute 25th May 1855

Character assigned A1 *Built of Iron*