

IRON SHIPS.

No. 2259 Survey held at Liverpool Date May 15th 1855
on the Ship Hamilton Master John Darnley
Tonnage Gross Engine Room Register 503 Built at Liverpool
When Built 1855 By whom built Rennie & Co^{old} Owners Colesworth & Co
Port belonging to Liverpool Destined Voyage
If Surveyed Afloat or in Dry Dock On the blocks while building and afloat

[illegible]

Transoms, material 2 or, if none, in what manner compensated for. *Radiating angle from Radius the Stern*

Knight-heads „ { *all iron* } are they free from defects?

Hawse Timbers „

The Ribs extend in one length from *gunwales* to *to keel* rivetted through plates with ($\frac{7}{8}$ in.) rivets, about ($7\frac{1}{2}$ in) apart.

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

„ „ „ on the ribs *Alternate* „ from *gunwales* to *ridge* *height of four feet 9 in.*

Keelson, if wood, length of scarf _____ if iron, how are the various lengths connected? *Connected with angles from the floor plates with angles from each side 26 lbs. top -*

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

edges from Garboards to turn of bilge, worked carvel with a lining piece (— in.) thick, or clench, double ~~single~~ rivetted; rivets $\frac{1}{8}$ in. diameter, averaging (~~2~~ ins.) from centre to centre of rivets.

„ butts from Garboards to turn of bilge, worked carvel with a lining piece ($\frac{9}{16}$) thick, double ~~or single~~ rivetted; rivets ($\frac{7}{8}$ 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? *Yes*

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

butts from bilge to wales, worked carvel with a lining piece ($\frac{1}{16}$) thick, double ~~or single~~ rivetted; rivets ($\frac{7}{8}$ in.) diameter, averaging (2 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 plank sheers, worked carvel with a lining piece () thick, or clencher, double ~~or triple~~ rivetted; rivets (1/4 in.) diameter, averaging (2 ins.) from centre to centre of rivets.

Planksheer, how secured to the plating of the sides { Explain by a sketch, } *angle iron 4 by 4 in^d riveted to the sides*

Waterway " " planksheer and to the beams { if necessary. }

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

Deck trussing none " " " " " and an equivalent plate on top of the beam

Deck Beams, how secured to the side *The ends of the beams turn down & are secured to the angle iron & outside plating*

Hold " " The same as the elect beams & a stronger one top of the beams

" " " "

AT C L ...

from plates worked across the stem and stern post, and piece fastened

What description of iron is used for the angle iron and bar iron in the vessel. *West-Staffordshire*

SEYFANG & CO., PRINTERS, FARRINGDON STREET, LONDON.

15

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? *yes*

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 .	
2	<i>Sibs</i>					
2	Fore Sails,	250	Chain <i>heavy proof</i>	1 1/2	3	Bower, 21-2-"
2	Fore Top Sails,	90	<i>stream chain</i>	1 1/2	1	Stream, 21-3-"
2	Fore Topmast Stay Sails,	90	Hempen Stream Cable	10	2	Kedge, 20-3-"
2	Main Sails,	127	Hawser	1		5-2-"
2	Main Top Sails,	—	Towlines	—		2-2-"
	and <i>will found in other sails</i>	120	Warp	6 1/2		
		120	All of <i>good</i> quality.	4 1/2		

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

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

The present state of the Windlass is *good* Capstans *two and* Rudder *and* Pumps *good*

GENERAL REMARKS.

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

This vessel was specially surveyed by me while building the materials and workmanship all very good. The first keelson distant from the main keelson 8ft & is built iron 7 in x 8 in & 8 in in the middle with double angle iron at the bottom 4 + 3 + 8 in. The next ^{stringer} is 6ft distance from this and formed with plates of 8 in riveted to outside plating and angle iron on upper edge back to back 4 + 3 + 8 in.

The knee plates at the upper and lower deck beam ends are 21 + 2 in long and well secured to the frame angle iron and to the beams.

Three water tight bulkheads the fore and after one extending from keel to the upper deck and the middle one up to the lower deck of 6 in plating iron and stiffened with angle iron 2ft 6 in apart 3 + 3 + 8 in. Fore Bulkhead is 22 feet from forward & the after one about fifty feet from aft. The ship in the wake of the Bulkheads is double plated. It is now in a fit and efficient state for the safe conveyance of dry and perishable cargoes, to and from all parts of the world.

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

I am of opinion this Vessel should be Classed *12 A I*

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

Special£ 25 : 3 : 0 *1/55*

Certificate (if required)£ *notes*

Committee's Minute *31 May* 185*5*

Character assigned *1 for 12 Years*



© 2019

Lloyd's Register Foundation