

IRON SHIPS.

No. 13239 Survey held at Chester Date March 31st 1855
 on the Screw Steamship Terwent Master Geo. C. Harg
 Tonnage Gross 559 Engine Room 127 Register 432 Built at Chester
 When Built 1854 By whom built G. Bram Owners General Iron Screw Collier Co.
 Port belonging to London Destined Voyage
 If Surveyed Afloat or in Dry Dock While Building (Specially Surveyed)

Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth from Beam to top of Floor	Feet.	Inches.	Power of Engines	Horse. No.
.....	160		26	6	14	8 1/2	70
Distance between Floors amidships	1	2 1/2				Stem, if bar iron, moulding and thickness	6	2 1/2		
" " " forward and aft	1	1				" if plate iron, breadth and thickness				
" " Ribs amidships	1	2 1/2				Stern-post, if bar iron, moulding and thickness	7	4 1/2		
" " " forward and aft	1	1				" " if plate iron, breadth and thickness	6	2		
Floors, Size of Angle Iron, and No. <u>Single</u> at bottom of Floor Plate	4	3	1/2			Keel, if bar iron, depth and thickness	6	2 1/2		
" depth & thickness of Plate at mid line	2 1/2	4 1/2	3/8			" if plate iron, breadth and thickness	6	4 1/2		
" " " at turn of bilge	1	1				Garboard Plates, thickness				
" Size of Reversed Angle Iron, and No. <u>Single</u> at top of Floor Plate	3	3	1/2			" to bilge	1/2	1/2		
Ribs, Size of Angle Iron, single or <u>double</u>	4	3	1/2			Bilge	1/2	3/8		
" " <u>Reversed Iron</u> , if to every frame or every frame						" to Wales	1/16	3/8		
Beams, Deck (No. <u>47</u>) double or single	5	3	1/2			Wales	1/16	3/8		
" Angle Iron						Topsides	1/16	3/8		
" " depth & thickness of Plate amidships						Sheer-strakes	1/2	3/8		
" " double or single Angle Iron, on lower edge	5	3	1/2			Planksheers				
" " average space between <u>3.2</u> ft.	4.6					Gunwale Plate or Stringer	8 1/2			
" " if wood (No. <u>2</u>) sided & moulded						Waterway	22	1/16		
" Hold, (No. <u>2</u>) double or single	5	3	1/2			Deck	8 1/2			
" Angle Iron						Ceiling in flat	3 1/2			
" " depth & thickness of Plate amidships						Bilge Planks inside	None			
" " double or single Angle Iron, on lower edge	5	3	1/2			Ceiling from Bilge to Clamps	None			
" " average space between <u>3.2</u> ft.	4.6					Hold Beam Clamps	None			
" " if wood (No. <u>2</u>) sided & moulded						" " Shelf	None			
" Paddle, wood, sided and moulded or if Iron, size of Plate						" " Stringers	Iron	13 1/2	3/8	
" Engine						Ceiling between Decks	None			
Keelson, wood, sided & moulded, iron, size of plate, if Box, give sketch & dimensions	12	6	3/16			Stringers				
" Side or Bilge	3	3	3/8			Deck Beam Clamps				
" Number						" " Shelf				

Transoms, material None or, if none, in what manner compensated for. Framed elliptic Stern & an Iron Cabin Deck on Hold
 Knight-heads East India Teak are they free from defects? Beams 16 feet in long from Stern Post & from Side to Side - rivetted to Stringer Plates & Beams.
 Hawse Timbers None
 The Ribs extend in one length from keel to Bilge & from Bilge to Gunwale rivetted through plates with (3/4 in.) rivets, about (6 to 7) apart.
 The reverse angle irons on the floors extend in one length across the middle line from Bilge to Bilge
 " " " on the ribs " " " from None to
 Keelson, if wood, length of scarp if iron, how are the various lengths connected? Angle Iron & lining pieces (Keelson in Engine Room aft only)
 Plates, Garboard, double or single rivetted to keel, with rivets (7/8 ins.) diameter averaging (3 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 or single rivetted; rivets (3/4 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 (4 1/2 x 1/2) thick, double or single rivetted; rivets (3/4 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 & above also
 " edges from bilge to wales, worked carvel with a lining piece () thick, or clench, double or single rivetted; rivets (3/4 in.) diameter, averaging (2 1/4 ins.) from centre to centre of rivets.
 " butts from bilge to wales, worked carvel with a lining piece (4 1/2 x 1/2) thick, double or single rivetted; rivets (3/4 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 & above also
 " edges of wales and to planksheers, worked carvel with a lining piece () thick, or clench, double or single rivetted; rivets (3/4 in.) diameter, averaging (2 1/4 ins.) from centre to centre of rivets.
 Planksheer, how secured to the plating of the sides { Explain by a sketch, } Planksheer & Waterway in one bolted to
 Waterway " " planksheer and to the beams { if necessary. } Gunwale Plate & Angle Iron, see sketch on the other side
 Side trussing None breadth and thickness of plates how secured
 Deck trussing " " " " " "
 Deck Beams, how secured to the side Rivetted to Ribs by knee Plates & Stringer ditto
 Hold " " " " " "
 Paddle " " " " " "
 No. of breasthooks 28 Rib fast crutches Rib fast connected on Stern how are pointers compensated? Framed elliptic Stern & Stringer Plates
 What description of iron is used for the angle iron and bar iron in the vessel?

Builder's Signature.

Workmanship. Are the lands or laps of the clews work 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? *Solid*

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, except in the*

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 .	
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 are sufficient in size and good in quality.

She has _____ Long Boat and

The present state of the Windlass is Good Capstan ^{S.W.} Good and Rudder Good 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 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 $3\frac{1}{8}$ Iron Plates rivetted to Wood Beams & Stringer Plates that forward being about 22 ft long from the Stern & that aft $16\frac{1}{2}$ ft from Bow uniting both sides of the ship.

3 Bulkheads (Iron) up to Upper Deck Beams.

Explanation of Letters on the Sketch

- A Represents 3 deals laid across the bottom about
4 ft apart & Sealing of plat nailed into it.
B The inner bottom plating Watertight.
C The reversed Angle Iron on top of Floor Plate.
D Vertical Angle Iron rivetted to Floor Plates
E Rib overlapping the inner bottom.

In what manner are the surfaces preserved from oxidation?

- Repaint

I am of opinion this Vessel should be Classed A
subject to annual survey

The Amount of the Fee.....£ 5 : 4 : is received by me,

Special £ 21 : 12 :

Certificate (if required) 2/1/.....£

Committee's Minute

1858

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