

IRON SHIPS.

No. Survey held at London Date Aug 14 & 15 Oct 10 1855
 on the Paddle Wheel Steamer "Baron Osey" Master Jackson
 Tonnage—Gross 690 $\frac{74}{100}$ Engine Room 250 $\frac{53}{100}$ Register 440 $\frac{21}{100}$ Built at Millwall London
 When Built 1855 By whom built Miss S. S. Russell & Co Owners S. S. Russell & Co
 Port belonging to London Destined Voyage Antwerp
 If Surveyed Afloat or in Dry Dock On the Slip during a great portion of her Build

[illegible]

883 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 apply*
 Do the fillings between the ribs and plates fill in all solid with sliver pieces, or are they in short lengths? *long lengths to breadth and thickness of outside plating*
 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 apply*
 Are there any rivets which either break into or have been put through the seams or butts of the plating? *no*
 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 .		
One full Sail	Fore Sails,	250	Chain	1½	3	Bower, each about 23.0.0	
	Fore Top Sails,	125	Hempen Stream Cable	1	1	Stream, — 6.2.0	
	Fore Topmast Stay Sails,	90	Hawser	6½	1	Kedge, — — 2.0.0	
	Main Sails,	90	Towlines	4½			
	Main Top Sails,	and	Warp				
and			All of good quality.				
Rigging is Galvanized wire							
Her Standing and Running Rigging			sufficient in size and		good in quality.		

She has *a* Long Boat and *four other Boats*
 The present state of the Windlass is *good* Capstan *good* and Rudder *good* Pumps *three good*

GENERAL REMARKS.

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

This Paddle wheel Steamer has been built to carry Passengers from London to Antwerp, was first seen for Classification when far advanced in her build, viz Iron work complete and coated, the Boilers in, and part of Engines fitted, also Rigging and Launching Slip fitted.

The Materials, and Workmanship throughout appear to be good.

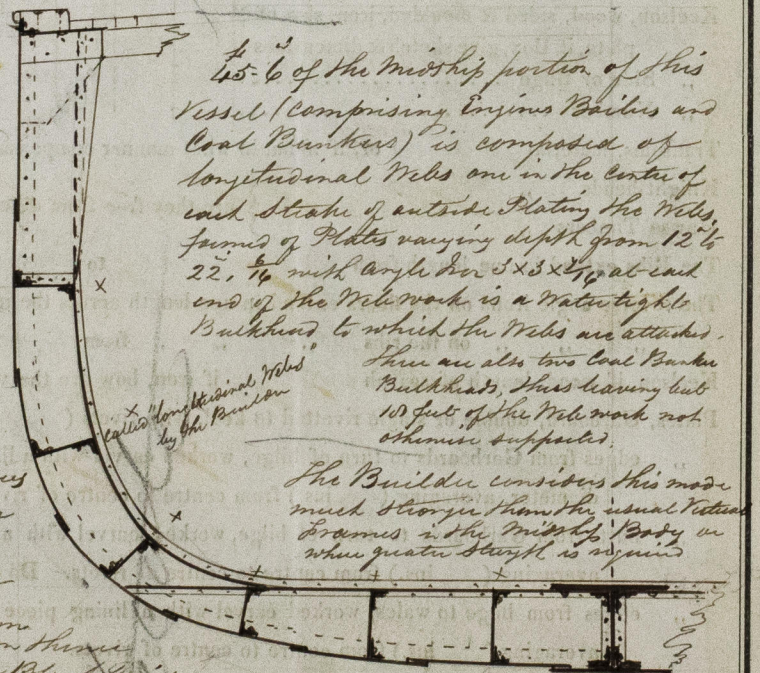
She has five strong sectional Bulkheads called by the Builder "partial Bulkheads" made of Plates 15 x 5/16 with angle bar 4 x 3 1/4 connected to the Upper Deck and sides of Vessel forming one entire section each of them.

Also four other Bulkheads made watertight.

Three Plates to every frame attached to this Beam Stinger Plate.

The Web angle bars have a step between them and the outside Plating through which they are rivetted, these steps are to the thickness of the Butt Plates, and to breadth of angle iron

Inside three coats of Red Lead, outside from keel to 5 feet water line 3 coats of Robinsons Black Composition, from thence to 10 feet water mark three coats of Red Lead, and from thence in what manner are the surfaces preserved from oxidation? four coats of Plate Paint



I am of opinion this Vessel should be Classed *A 1* *from 1st Jan 1856*

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

Special£ *5* : *5* : *0*

Certificate (if required)£ : *5* :

Committee's Minute *16th October 1855*

Character assigned *A 1*

Build of Iron



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