

IRON SHIPS.

No. 927 Survey held at London Date 28th Aug to 12th Dec 1853
 on the Iron Bark Haddington Master D K Mason
 Tonnage Gross 1459⁵⁰/₁₀₀ Engine Room Register 1459⁵⁰/₁₀₀ Built at Liverpool
 When Built 1846 By whom built Thos Vernon & Co Owners Penin & Co
 Port belonging to London Destined Voyage Bombay
 If Surveyed Afloat or in Dry Dock in Greens upper dry Dock & afloat

Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth from Beam to top of Floor	Feet.	Inches.	Power of Engines	Horse No.
217			33			22				
Distance between Floors amidships	1	7				Stem, if bar iron, moulding and thickness	9	3 1/2		
" " " forward and aft	1	4				" " if plate iron, breadth and thickness				
" " Ribs amidships	1	4				Stern-post, if bar iron, moulding and thickness	9	4 1/2		
" " " forward and aft	1	4				" " if plate iron, breadth and thickness				
Floors, Size of Angle Iron, and No. 2 at bottom of Floor Plate	6	3	9 1/16			Keel, if bar iron, depth and thickness	9	4 1/2		
" " depth & thickness of Plate at mid line	15 1/2	1/2				" " if plate iron, breadth and thickness				
" " " at turn of bilge						Garboard Plates, thickness				
" " Size of Reversed Angle Iron, and No. 1 at top of Floor Plate	5 1/2	3	1/2			" " to bilge				
Ribs, Size of Angle Iron, single or double	6	3 1/4	1/2			Bilge				
" " Reversed Iron, if to every frame	5 1/2	3	1/2			" " to Wales				
Beams, Deck (No. 53) double or single						Wales	2 struck			
Angle Iron						Topsides				
" " depth & thickness of plate amidships	10	1/2				Sheerstrakes				
" " double or single Angle Iron, on lower edge	3	2 1/2	3/8			Planksheers				
" " average space between	36					Gunwale Plate or Stringer				
" " if wood (No.) sided & moulded						Waterway				
" " Hold, (No. 46) double or single						Deck				
Angle Iron						Ceiling in flat				
" " depth & thickness of plate amidships	9 to 10	1/2				Bilge Planks inside				
" " double or single Angle Iron, on lower edge						Ceiling from Bilge to Clamps				
" " average space between	4 1/2 to 5 ft					Hold Beam Clamps				
" " if wood (No.) sided & moulded						" " Shelf				
" " Paddle, wood, sided and moulded						" " Stringers				
or if Iron, size of Plate						Ceiling between Decks				
Engine						Stringers				
Keelson, wood, sided & moulded, iron, size of plate, if Box, give sketch & dimensions	21	3/4				Deck Beam Clamps				
" " Side or Bilge	6	3	1/2			" " Shelf				
" " Number						Stringers in Hold				
Transoms, material						Deck, Lower				
Knight-heads										
Hawse Timbers										
The Ribs extend in										
The reverse angle irons on the floors extend in										
Keelson, if wood, length of scarp										
Plates, Garboard, double or single rivetted to keel, with rivets (1 1/2 ins.) diameter averaging (3 ins.) from centre to centre of rivet.										
" " edges from Garboards to turn of bilge, worked carvel with a lining piece (in.) thick, or clencher, double or single rivetted; rivets (3/4 in.) diameter, averaging (3 ins.) from centre to centre of rivets.										
" " butts from Garboards to turn of bilge, worked carvel with a lining piece () thick, double or single rivetted; rivets (3/4 in.) diameter, averaging (2 ins.) from centre to centre of rivets.										
" " edges from bilge to wales, worked carvel with a lining piece () thick, or clencher, double or single rivetted; rivets (3/4 in.) diameter, averaging (3 ins.) from centre to centre of rivets.										
" " butts from bilge to wales, worked carvel with a lining piece () thick, double or single rivetted; rivets (3/4 in.) diameter, averaging (2 in.) from centre to centre of rivets.										
" " edges of wales and to planksheers, worked carvel with a lining piece () thick, or clencher, double or single rivetted; rivets (3/4 in.) diameter averaging (3 ins.) from centre to centre of rivets.										
Planksheer, how secured to the plating of the sides										
Waterway										
Side trussing										
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?										

927 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? *where seen*
 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 where seen* and are the rivet holes well and sufficiently countersunk in the outer plate?
 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? *appear so*

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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.		
N ^o .		Fathoms.		Inches.	N ^o .		
3	Fore Sails,	240	Chain	2	3	Bower,	<i>cut up lbs cut up lbs cut up lbs</i> 49.2.23 462.14 44.0.19
3	Fore Top Sails,	120	<i>60 additional to the 304</i> Hempen Stream Cable	1 7/16	1	Stream,	15.3.16
3	Fore Topmast Stay Sails,	120	Hawser	8 1/2	2	Kedge,	7.3.15 5.0.21
3	Main Sails,	120	Towlines	10			
3	Main Top Sails,	120	Warps	6			
and all other requisite sail			All of <i>Good</i> quality.				

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

She has *One* Long Boat and *3 other good Boats*

The present state of the Windlass is *Good* 2 *8 inchy* Capstan *good* and Rudder *Good* Pumps *5 in no* *Good*
fitted with purchase

GENERAL REMARKS.

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

This vessel was originally built as a steam ship with Three decks — In 1854 extensive alterations were effected: viz the engines removed, the Spar deck removed & side cut down, the plating taken off down to keels — Paddle & Main deck Beams & decks removed — Bulkheads removed except two — bow altered in form — also paddle space altered in form & side made to run fair with portions afore & abaft — position of Main deck raised about two feet — nearly all new Beams & center bulk — plating renewed from keels to rail Ceiling renewed 100% — finally fitted up complete with Masts spars sails & as a sailing ship new Anchors & Cables.

This vessel shortly after being built was filled in between floors in bottom (except in engine room space left unfilled) with Bricks & Mortar leaving a short space in center of each at keel unfilled — This on the present occasion has all been taken out the engine beams or keelsons of Iron likewise removed the Ceiling from the Lower deck down to keelson taken off — & the whole cleaned out & scale removed — also renewed the following in way of engine space — being badly worn & decayed 8 Garboard strake plates & 50 bottom plates — 7/16 to 1 1/16 inches thick 60 floor plates 120 Angle Iron floors (double) upwards of 60 ft main keelson removed one Bilge keelson applied on each side of two 6 x 3 x 1/2 angle Iron back to back riveted to Reverse Angle Irons on floors also about 18 Beams & Carls to Lower deck Lower Hold Keel all renewed — the Iron outside & inside previously coated with 2 coats Red Lead — finally main deck caulked — Is now in good condition & may be classed as recommended

In what manner are the surfaces preserved from oxidation? *Red Lead*

I am of opinion this Vessel should be classed *12 A 1*

The amount of the Fee£ 5 : - : - is received by me,

Special£ 8 : 8 : -

Certificate (if required)£ : 5 : -

Committee's Minute *18th December 1855*

Character assigned *A 1 for 12 Years*
Builder of Iron

Thomas Alexander

J. A. Martin



© 2019

Lloyd's Register Foundation