

IRON SHIPS.

No. 6368 Survey held at West Hartlepool Date January 24 1856
on the Ship Sir Charles Napier Master John Napton.

Tonnage Gross 1160 85 Engine Room Register Built at Newcastle.
When Built 1856 By whom built Coutts & Partinsson Owners Featherstone & Elder
Port belonging to Newcastle Destined Voyage Madras.
If Surveyed Afloat or in Dry Dock In Meps Piles Dry dock Launched 20th March 1855

Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth from Beam to top of Floor	Feet.	Inches.	Power of Engines	Horse No.
188	4		35	0		19	9			
Distance between Floors amidships	12		Sketch, when necessary.		Stem, if bar iron, moulding and thickness		9 by 2		Post	
" " " forward and aft	12		at the ends		if plate iron, breadth and thickness					
" " Ribs amidships	12		closer spaced below		Stern-post, if bar iron, moulding and thickness					
" " " forward and aft	12		than 12 in		" " if plate iron, breadth and thickness		5 in by 1/2 and 2 1/2 by 2 1/2		Angle Iron 1/2 in	
Floors, Size of Angle Iron, and No. / at bottom of Floor Plate	4 by 3				Keel, if bar iron, depth and thickness		9 by 2		Solid bar	
" depth & thickness of Plate at mid line	15 in by 12 in				" if plate iron, breadth and thickness		3/4 3/4		Iron 8 deep	
" " " at turn of bilge	8 in by 12 in				Garboard Plates, thickness		Description of Iron.			
" Size of Reversed Angle Iron, and No. / at top of Floor Plate	2 1/4 by 2 1/4				" to bilge		Best Ship Iron		5/8 1/2	
Ribs, Size of Angle Iron, single or double	4 by 3 by 7/16				Bilge				5/8 1/2	
" Reversed Iron, if to every frame, or every other frame	2 1/4 by 2 1/4		and every frame at ends		" to Wales				1/2 1/2	
Beams, Deck (No. 41) double or single	7 in deep by 7/8 thick				Wales		One strake		3/4 5/8	
" Angle Iron on upr. edge	Bulb iron and 2 by 2				Topsides				5/8 1/2	
" depth & thickness of plate amidships	above				Sheerstrakes				3/4 5/8	
" double or single Angle Iron, on lower edge	4 feet or 13 beam over 13 beam				Planksheers		Material.		14 by 5	
" average space between	4 feet				Gunwale Plate or Stringer		2 ft by 1/2 thick		14 in by 7 in thick	
" if wood (No.) sided & moulded	Spar deck 3 in				Waterway		to mid-deck		Red Pine 3 in	
" Hold, (No. 40) double or single	7 in by 7/8 with				Deck		Spar deck 3 in		Red Pine 3 in	
" Angle Iron on upr edge	double Angle Iron on upr edge 2 by 2 and bulb as above				Ceiling in flat		Baltick fir 1 1/2 thick		Baltick fir 1 1/2 thick	
" depth & thickness of plate amidships	4 feet				Bilge Planks inside				Baltick fir 1 1/2 thick	
" double or single Angle Iron, on lower edge	Spar deck 3 in				Ceiling from Bilge to Clamps				Baltick fir 1 1/2 thick	
" average space between	42 in 7 in, and 4 by 3				Hold Beam Clamps				Iron - 18 in by 7/16	
" if wood (No.) sided & moulded	Angle Iron irregularly spaced 3 to 4 ft				" Shelf				Stringers	
" Paddle, wood, sided and moulded, or if Iron, size of Plate	24 in deep & 1/2 in				" Stringers		Iron - 18 in by 7/16		Ceiling between Decks	
" Engine	in thickness with double Angle Iron 4 by 3				Deck Beam Clamps				Baltick fir	
Keelson, wood, sided & moulded, iron, size of plate, if Box, give sketch & dimensions	24 in deep & 1/2 in				" Shelf				Lining	
" Side or Bilge	in thickness with double Angle Iron 4 by 3				Stringers in Hold				1 1/2 thick	
" Number	Angle Iron 4 by 3				Deck, Lower		Red Pine		3 in thick	
Transoms, material	Iron 1/2 in Plate & Ribs									
Knight-heads	Iron Plates & Ribs									
Hawse Timbers	Ribs & Plates									
The Ribs extend in one length from	Keel to Gunwale									
The reverse angle irons on the floors extend in one length across the middle line from	Side to Side									
" " " on the ribs	" " from floors to Gunwale									
Keelson, if wood, length of scarp	if iron, how are the various lengths connected?									
Plates, Garboard, double or single rivetted to keel, with rivets (1/8 ins.) diameter averaging (3 in.) 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 (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 (1/8 in.) 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										
" edges from bilge to wales, worked carvel with a lining piece (1/8 in.) thick, or clencher, double or single rivetted; rivets (1 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 (1/8 in.) 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										
" edges of wales and to planksheers, worked carvel with a lining piece (1/8 in.) thick, or clencher, 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 sketch, if necessary.									
Waterway	planksheer and to the Beams									
Side trussing	breadth and thickness of plates									
Deck trussing	" " "									
Deck Beams, how secured to the side	The ends are forged and turned down to Bracket Plates									
Hold	" " " " " " " " " "									
Paddle	the Ribs have thwartship Plates rivetted to them									
No. of breasthooks	compensated									
What description of iron is used for the angle iron and bar iron in the vessel?	Best Ship Iron									

932 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? *well*
 Do the fillings between the ribs and plates fill in all solid with sliver pieces, or are they in short lengths? *Solid pieces*
 Do the holes for rivetting plate to lining piece, or plate to plate, &c., answer well to each other? *well* and are the rivet holes well and sufficiently countersunk in the outer plate? *well counter sunk*
 Are there any rivets which either break into or have been put through the seams or butts of the plating? *none seen*
 Was the plating caulked internally in the wake of the frames or ribs? *not usual*

She has four Bulkheads up to the height of Hold Beams (as the Tynemouth Report No 5115) made of 1/4 plate. Stiffened and supported on each side by convex iron bars 2 1/2 ins broad and 5/8 thick rivetted to the fore and after sides and fitted diagonally and crossing each other. 3/4 apart

Her Masts, Yards, &c., are in *excellent* condition, and sufficient in size and length. ✓

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.	
N ^o .		Fathoms.		Inches.	N ^o .	
2	Fore Sails,	300	Chain	1 1/16	3	34 " 1 " 14 Common
2	Fore Top Sails,	100	Hawser chain	1 7/16	1	32 " 3 " 19 Anchors
2	Fore Topmast Stay Sails,	80	Hempen Stream Cable	9	1	31 " 1 " 7
2	Main Sails,	80	Hawser	6 3/4	1	Stream, 6 " 0 " 3
2	Main Top Sails,	60	Towlines	6 3/4		Kedge, 2 " 1 " 4
	and 'well found	60	Warp	6 3/4		
			All of <i>best</i> quality.	5 3/4		

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

She has *a* Long Boat and *five others including a Safety Boat*

The present state of the Windlass is *effect* Capstan *effect* and Rudder *effect* Pumps *effect* 4 in No.

GENERAL REMARKS.

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

This Vessel has three flush layed decks. - Viz Up^r, Mid^l, & Lower.

Done at this date, lifted the whole of the Ceiling or Lining fore and aft below the Hold Beams. Scraped and Cleaned the Plating Outside and inside. Examined the Rivets. Removed all that were found sprung or suspicious. Completed the Rivetting of floor plates. Reversed Angle Irons. Butts of Ribs & Stringers. Supplied a new Rudder 5 by 10 at the neck instead of the former 2 7/8 by 7. and made it to ship and unship. - Secured and Bolted the tail of Catheads: fitted knees and other support to the Windlass & Paul Bitts. Two more Beams to Spar Deck. - New Iron Stanchions to Spar Deck Beams 2 1/2 diam^s instead of 1 1/2. - Laid the Ceiling or Lining. Coated the Plating with Red lead inside, and outside with "Peacocks Anti Corrosive"

In what manner are the surfaces preserved from oxidation? *2 Coats of Red lead inside. and outside two Coats. with one of Peacocks.*

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

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

Special£ 10 : 10 : -

Certificate (if required)£ - : 5 : -

Committee's Minute *29th January 1856*

Character assigned *A. 1.*

Samuel Petting.

deferred honon Surveyor to as to last deficiency

Genl Comm

Built of Iron

Lloyd's Register Foundation