

IRON SHIPS.

No. 1016 Survey held at London Date 14 March to 31st 1856

on the Paddle Steamer "Pacific" Master W. C. Thompson

Tonnage Gross 1250 1469 Engine Room 484 3500 Register 985 Built at London

When Built 1854 By whom built Messrs J. Scott Russell Owners Sydney & Co

Port belonging to London Destined Voyage

If Surveyed Afloat or in Dry Dock Messrs Green's Dry Dock and Victoria Dock
Last Survey - h/y - Iron Ships - Classed

Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth from Beam to top of Floor	Feet.	Inches.	Power of Engines	Horse No.
255			32	2		18				
Distance between Floors amidships	Feet.	Inches.	Feet.	Inches.	Feet.	Inches.	Feet.	Inches.	Feet.	Inches.
" " " forward and aft	18		21		18					
" " Ribs amidships	18		21		18					
" " " forward and aft	18		21		18					
Floors, Size of Angle Iron, and No. at bottom of Floor Plate	6 x 3 1/2	10/16	5 x 3 1/2	9/16						
" depth & thickness of Plate at mid line	24 x 8/16		18	8/16						
" " " at turn of bilge										
" Size of Reversed Angle Iron, and No. at top of Floor Plate	4 x 4	8/16	3 x 3 1/2	8/16						
Ribs, Size of Angle Iron, single or double	6 x 3 1/2	10/16	5 x 3 1/2	9/16						
" " Reversed Iron, if to every frame or every frame	4 x 4	8/16	3 x 3 1/2	8/16						
Beams, Deck (No. double or single)	8 x 3 1/2	8/16	8 x 3/8							
" Angle Iron of every 3 rd Beam	angle iron	3 x 2 1/2	8/16							
" depth & thickness of plate amidships	8 1/2	3 1/2	8/16	8 x 8/16						
" double or single Angle Iron, on lower edge	angle iron	3 x 2 1/2	8/16							
" average space between	10 x 8	Batten	Fin	9 1/4						
" if wood (No. sided & moulded)	8 x 3 1/2	8/16	8 x 8/16							
" Hold, (No. double or single)	angle iron	3 x 2 1/2	8/16							
" Angle Iron										
" depth & thickness of plate amidships										
" double or single Angle Iron, on lower edge										
" average space between										
" if wood (No. sided & moulded)										
" Paddle, wood, sided and moulded	21 x 8/16									
" or if Iron, size of Plate	4 x 4	8/16								
" Engine										
Keelson, wood, sided & moulded, iron, size of plate, if Box, give sketch & dimensions	24 x 1	top and bottom								
" Side or Bilge	24 x 10/16		12	8/16						
" Number	four									

Transoms, material Iron or, if none, in what manner compensated for.

Knight-heads Teak Bulkheads, No. Thickness of

Hawse Timbers Teak are they free from defects? Yes

The Ribs extend in one length from top of Spar to Deck 4 ft rivetted through plates with (7/8 in.) rivets, about (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 gunwale

Keelson, if wood, length of scarp Iron if iron, how are the various lengths connected? with lining strips

Plates, Garboard, double or single rivetted to keel, with rivets (1 ins.) diameter averaging (2 1/2 in.) from centre to centre of rivet.

" edges from Garboards to turn of bilge, worked carvel with a lining piece (1 in.) thick, or clencher, double or single rivetted; rivets (7/8 in.) diameter, averaging (7 ins.) from centre to centre of rivets.

" butts from Garboards to turn of bilge, worked carvel with a lining piece (7/8) thick, double or single rivetted; rivets (7/8 in.) diameter, averaging (ins.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? No

" edges from bilge to wales, worked carvel with a lining piece (3/4) thick, or clencher, double or single rivetted; rivets (7/8 in.) diameter, averaging (2 1/2 ins.) from centre to centre of rivets.

" butts from bilge to wales, worked carvel with a lining piece (13/16) thick, double or single rivetted; rivets (7/8 in.) diameter, averaging (2 1/2 in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? No

" edges of wales and to planksheers, worked carvel with a lining piece (1/2) thick, or clencher, double or single rivetted; rivets (7/8 in.) diameter averaging (2 1/2 ins.) from centre to centre of rivets.

Planksheer, how secured to the plating of the sides { Explain by sketch, }

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

Side trussing breadth and thickness of plates how secured

Deck trussing " " " "

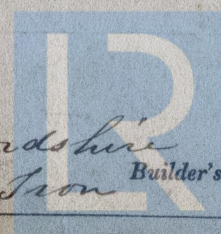
Deck Beams, how secured to the side { by three plates " }

Hold " " { 2 1/2 long on each arm }

Paddle " " " "

No. of breasthooks and between how are pointers compensated?

What description of iron is used for the angle iron and bar iron in the vessel? Best Staffordshire
Yorkshire Iron



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IRON 432-0073

1016 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*
 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? *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? *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 .	Weight.
2	Fore Sails,	Chain	300	1 3/4	3	42
2	Fore Top Sails,	Hempen Stream Cable	120	9		43
2	Fore Topmast Stay Sails,	Hawser	120	8	1	30
2	Main Sails,	Towlines	120	7		10
2	Main Top Sails,	Warp		5 1/2	2	4
and		All of <i>good</i> quality.				4

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

She has *one* Long Boat and *6 others, good Boats*

The present state of the Windlass is *good* Capstan *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.

DATES of Surveys held while building, as per Section 17. {
 1st. On the several parts of the frame, when in place, and before the plating was wrought
 2nd. On the plating during the progress of rivetting
 3rd. When the beams were in and fastened, and before the decks were laid
 4th. When the ship was complete, and before the plating was finally coated
 5th. After the ship was launched

Now done in Dry Dock the Outer Surface of Bottom plating Scraped and payed with one Coat of Robinsons Patent Black Composition

This Report shews her Scantlings compared with one of the C A grade, and those in Red Ink shew slight deficiencies for that grade. She is a strong ship and we consider her eligible for the C A recommended below.

In what manner are the surfaces preserved from oxidation?

None of opinion this Vessel should be classed *C A 1*

The amount of the Fee£*2:2:0* is received by me,

Special Fee ...£*2:2:0*

Certificate (if required)£*2:2:0*

Committee's Minute *4th April 1856*

Character assigned *Antyfar*

General Committee's Minute 10th April 1856

1 for 9 Years

J. S. Martin

H. Boulds

Genl Committee



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