

IRON SHIPS.

No. 2025 Survey held at Bristol
on the Screw Steamer "Pioneer"

Date 19th May
Master William J. G. S.

1856

Tonnage Gross 378

Engine Room 121

Register 257

Built at Bristol 1856

When Built March

By whom built J. H. Hyde & Co.

Owners John Edwards

Port belonging to Bristol

Destined Voyage coaster

Surveyed Afloat or in Dry Dock During the Building.

Length aloft 75 Feet. 7 Inches. Extreme Breadth 23 Feet. 4 Inches. Depth from Beam to top of Floor 13 Feet. 6 Inches. Power of Engines 100 Horse No.

	Feet.	Inches.	Feet.	Inches.	Feet.	Inches.	Feet.	Inches.	Horse No.
Distance between Floors amidships	1	4							
" " forward and aft	1	4							
" " Ribs amidships	1	4							
" " forward and aft	1	4							
Floors, Size of Angle Iron, and No. at									
bottom of Floor Plate	4	3	4/8						
" depth & thickness of Plate at mid line	14	-	7/16						
" " " at turn of bilge	9	-	7/16						
" Size of Reversed Angle Iron, and No. at top of Floor Plate	3	2 1/2	3/8						
Ribs, Size of Angle Iron, single or double	4	3	4/8						
" " Reversed Iron, if to every frame	4	3	4/8						
" " or every other frame	4	3	4/8						
Beams, Deck (N ^o . 58) double or single	6	3	4/8						
" " Angle Iron	10	6	-						
" " depth & thickness of plate amidships	7 1/2	1/2	-						
" " double or single Angle Iron, on lower edge	3	3	-						
" " average space between	2 feet 8 inches								
" " if wood (N ^o .) sided & moulded									
" Hold, (N ^o . 10) double or single	6	3	4/8						
" " Angle Iron									
" " depth & thickness of plate amidships									
" " double or single Angle Iron, on lower edge									
" " average space between	every 18th frame								
" " if wood (N ^o .) sided & moulded									
" Paddle, wood, sided and moulded or if Iron, size of Plate									
" Engine									
Keelson, wood, sided & moulded, iron, size of plate, if Box, give sketch & dimensions	3 Keelsons same as Keel								
" Side or Bilge	1 each side								
" Number	3								

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

Knight-heads Eng Oak

Hawse Timbers do

are they free from defects? yes

Bulkheads, N^o. 5

Thickness of 5/16

The Ribs extend in one length from Keel to Gunwale rivetted through plates with () in.) rivets, about () 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 to turn of the bilges

Keelson, if wood, length of scarp if iron, how are the various lengths connected? with saddle pieces

Plates, Garboard, double or single rivetted to keel, with rivets (3/4 ins.) diameter averaging (2 1/4 in.) 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 (2 1/4 ins.) from centre to centre of rivets.

" butts from Garboards to turn of bilge, worked carvel with a lining piece (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

" edges from bilge to wales, worked carvel with a lining piece () 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 bilge to wales, worked carvel with a lining piece (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

" 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 (2 1/4 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 with knee plates 18 x 10 + 1/2

Hold " "

Paddle " "

No. of breasthooks, crutches

how are pointers compensated? short bulkheads

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

Builder's Signature.

1045 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? *filled*
 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? *none*
 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,	60	Moor chain	1 3/16	2	Bower, 13 Cwt.
/	Fore Top Sails,	200	Chain	1 1/4	/	Bloomers Patent 12 Cwt
/	Fore Topmast Stay Sails,	90	Hempen Stream Cable	8	/	Stream, 6 - -
/	Main Sails,	90	Hawser	6 1/2	/	Kedge, 2 - 3 - 0
/	Main Top Sails,	100	Towlines	3		
/	and <i>fits all good</i>	70	Warp	3 1/2		
			All of <i>best</i> quality.			

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

She has *two* Long Boat and *one* and *fully* *boat*

The present state of the Windlass is *patent* Capstan *bricks* and Rudder *good* Pumps *2 metal*

GENERAL REMARKS.

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

Specially surveyed during the Building. Is of large dimensions and the workmanship of the best description.

There appears no error in the compass and therefore does not require any correcting magnet - This is a very important arrangement in Iron ships - The Beams are supported by Iron Pillars

The chain cables have sustained a tension of thirty tons each

In what manner are the surfaces preserved from oxidation? *Painted several times during the Building*

I am of opinion this Vessel should be classed *12 A1*

The amount of the Fee £ 4 : - is received by me.

Mark Special £ 18 : 10 :

Certificate (~~is~~ required) £ : :

Committee's Minute *23rd May 1856*

Character assigned *1 for 12 Years*

James Wood
James Wood
James Wood

I concur in the above recommendation

20 May 1856

Lloyd's Register Foundation