

IRON SHIPS.

Recd 7/17/56

No. 6322 Survey held at Shields Date July 3rd 1856
 on the Paddle Wheel Steamer "Pioneer" Master Thomas Robson Bone
 Tonnage Gross 136 ²²/₁₀₀ Engine Room 76 ²¹/₁₀₀ Register 60 ⁰¹/₁₀₀ Built at Shields
 When Built 1836 By whom built J. D. Marshall Owners Robert Sklefs
 Port belonging to Southampton Destined Voyage Southampton
 Surveyed Afloat or in Dry Dock While building and afloat.

Length aloft	Feet. Inches.	Extreme Breadth	Feet. Inches.	Depth from Beam to top of Floor	Feet. Inches.	Power of Engines	Horse No.
.....	<u>113 ³/₁₀</u>	<u>20 ¹/₁₀</u>	<u>9 ⁷/₁₀₀</u>	<u>80 -</u>
Distance between Floors amidships	<u>1 6</u>		<u>1 6</u>				
" " " forward and aft	<u>1 6</u>		<u>1 6</u>				
" " Ribs amidships	<u>1 6</u>		<u>1 6</u>				
" " " forward and aft	<u>1 6</u>		<u>1 6</u>				
Floors, Size of Angle Iron, and No. at bottom of Floor Plate	<u>3 1/2</u>	<u>2 1/2</u>	<u>5/16</u>	<u>2 1/2</u>	<u>2</u>	<u>5/16</u>	
" depth & thickness of Plate at mid line	<u>8</u>	<u>5/16</u>	<u>X</u>	<u>9</u>	<u>1/4</u>		
" " " at turn of bilge	<u>-</u>	<u>-</u>					
" Size of Reversed Angle Iron, and No. at top of Floor Plate	<u>3</u>	<u>3</u>	<u>3/8</u>	<u>2</u>	<u>2</u>	<u>1/4</u>	
Ribs, Size of Angle Iron, single or double Reversed Iron, if to every frame	<u>3 1/2</u>	<u>2 1/2</u>	<u>5/16</u>	<u>2 1/2</u>	<u>2</u>	<u>5/16</u>	
to Bilge or every frame	<u>3</u>	<u>3</u>	<u>3/8</u>	<u>2</u>	<u>2</u>	<u>1/4</u>	
Beams, Deck (No. 29) double or single Angle Iron	<u>4</u>	<u>3</u>	<u>7/16</u>	<u>-</u>	<u>-</u>	<u>-</u>	
" " depth & thickness of plate amidships							
" " double or single Angle Iron on lower edge							
" " average space between	<u>3ft</u>			<u>1 3/4</u>			
" " if wood (No.) sided & moulded							
" Hold, (No.) double or single 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 or if Iron, size of Plate							
" Engine " " " " " " " " " " " "							
Keelson, wood, sided & moulded, iron, size of plate, if Box, give sketch & dimensions							
" Side or Bilge							
" Number							

Transoms, material or, if none, in what manner compensated for. Plate & Angle iron

Knight-heads " Foreign Oak } Bulkheads, No. 4 Thickness of 1/4

Hawse Timbers " } are they free from defects? Yes

The Ribs extend in one length from Keel to Gunwale rivetted through plates with (5/8 in.) rivets, about (1) apart.

The reverse angle irons on the floors extend in one length across the middle line from Keel to above Bilge

Keelson, if wood, length of scarp if iron, how are the various lengths connected? Shifted

Plates, Garboard, double or single rivetted to keel, with rivets (3/4 ins.) diameter averaging (3 1/2 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 (5/8 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 (5/16) thick, double or single rivetted; rivets (5/8 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? No

 " edges from bilge to wales, worked carvel with a lining piece () thick, or clencher, double or single rivetted; rivets (5/8 in.) diameter, averaging (2 1/4 ins.) from centre to centre of rivets.

 " butts from bilge to wales, worked carvel with a lining piece (5/16) thick, double or single rivetted; rivets (5/8 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? No

 " edges of wales and to planksheers, worked carvel with a lining piece () thick, or clencher, double or single rivetted; rivets (5/8 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, Bolted to Stringer

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 Plate knees rivetted to Beams and Ribs

Hold " " " "

Paddle " " " "

No. of breasthooks 2 crutches how are pointers compensated? Plate and Angle iron

What description of iron is used for the angle iron and bar iron in the vessel? No. J. Marshall Builder's Signature

Said to be of the best

1079 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? *Long lengths*
 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? *Some*
 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.**

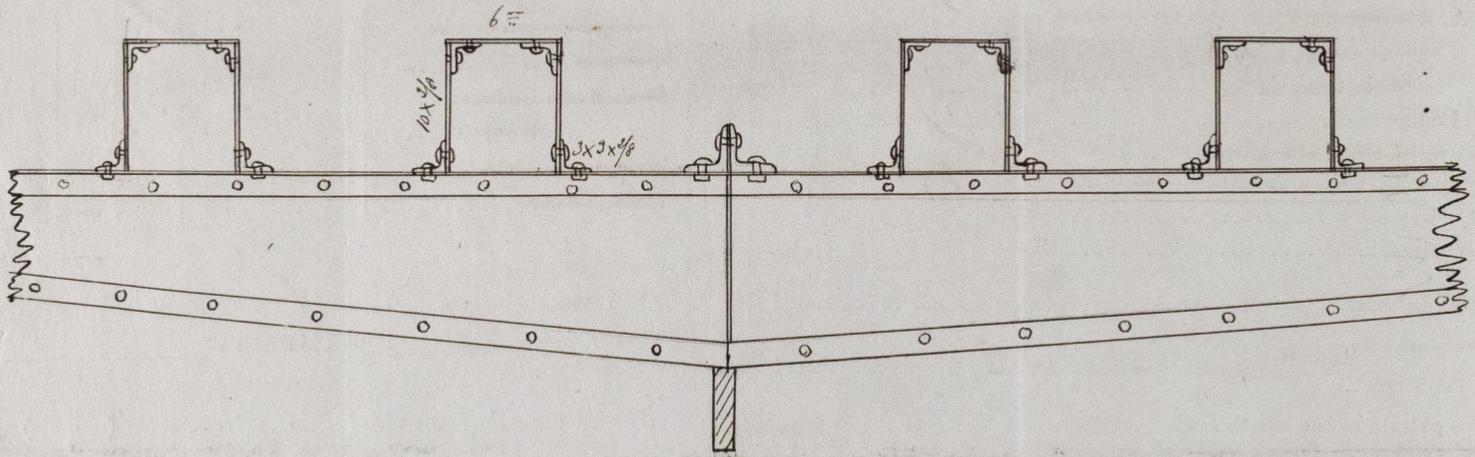
N ^o .			CABLES, &c.			ANCHORS, and their weights.	
			Fathoms.	Inches.		N ^o .	Weight.
/	Fore Sails,	Chain	150	11/16	Bower,	2	4-0-2 3-1-2
	Fore Top Sails,	Hemp Stream Cable	80	9/2			
	Fore Topmast Stay Sails,	Hawser	25	5/2	Stream,		
/	Main Sails,	Towlines	25	3/2			
	Main Top Sails,	Warp			Kedge,		
	and 1 Lib	All of <i>good</i> quality.					

Her Standing and Running Rigging *is* sufficient in size and *good* in quality.
 She has *a 16 ft* Long Boat and *a 14 ft Life Boat*
 The present state of the Windlass is *good* Capstan and Rudder *good* Pumps *good*

General Remarks, Statement and Date of Repairs, extent of corrosion (if any) both internally and externally, and condition of

- 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 *March*
 - 2nd. On the plating during the progress of rivetting *March*
 - 3rd. When the beams were in and fastened, and before the decks were laid *April*
 - 4th. When the ship was complete, and before the plating was finally coated *May*
 - 5th. After the ship was launched *June 28th*

This vessel has been specially surveyed while building per order No *183*.
 Is fitted with two masts — Testing certificates of Chain cables produced
 Is intended for Towing purposes —



In what manner are the surfaces preserved from oxidation? *Red lead and linseed oil*

I am of opinion this Vessel should be classed *A1*
 The amount of the Fee£ 2 : : : is received by me,
 Special£ 8 : 10 : :
 Certificate (if required)£ : : : :

Committee's Minute *11th July 1856*
 Character assigned *A1 for 6 Years*
Build of Iron

John Maxwell
 The butts of this Vessel are all single rivetted — but as she is intended only for towing & Coasting in the above circumstances
 10th July 1856 *J.M.C.*