

IRON SHIPS.

No. 6703 Survey held at Newcastle Date 19th Nov^r 1856
 on the Screw Schooner "Planet" Master J. Schade
 Tonnage Gross 223, 22 Engine Room 135, 43 Register 207, 74 Built at Newcastle
 When Built 1856 By whom built Mitchell & Co Owners Schiller, Barkus & Co
 Port belonging to Hamburg Destined Voyage Hamburg
 If Surveyed Afloat or in Dry Dock while building

Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth from Beam to top of Floor	Feet.	Inches.	Power of Engines	Horse No.
179			24	6		13	11 1/2			000
Distance between Floors amidships	1	6		1	6					
" " " forward and aft	1	6		1	6					
" " Ribs amidships	1	6		1	6					
" " " forward and aft	1	6		1	6					
Floors, Size of Angle Iron, and No. / at bottom of Floor Plate	3 1/2	2 1/2	6	3 1/2	2 1/2	6				
" depth & thickness of Plate at mid line	10		6	13 1/2		6				
" " " at turn of bilge										
" Size of Reversed Angle Iron, and No. / at top of Floor Plate	2 1/2	2 1/2	5	2 1/2	2	5				
Ribs, Size of Angle Iron, single or double	3 1/2	2 1/2	6	3 1/2	2 1/2	6				
" Reversed Iron, if to every frame	2 1/2	2 1/2	5	2 1/2	2	5				
Beams, Deck (N ^o . 52) double or single	2 1/2	2	5	2	2					
" Angle Iron on upper edge	6 1/2		0	6		6				
" depth & thickness of plate amidships	3 feet		3 feet							
" double or single Angle Iron, on lower edge										
" average space between	6 feet		6 feet							
" if wood (N ^o .) sided & moulded										
" Hold, (N ^o . 26) double or single	2 1/2	2	5	2	2					
" Angle Iron on upper edge	6 1/2		0	6		6				
" depth & thickness of plate amidships	6 feet		6 feet							
" double or single Angle Iron, on lower edge										
" average space between										
" 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, if sketch & dimensions	9		7	9		6				
" Side or Bilge										
" Number	2		3	0						
Transoms, material										
Knight-heads										
Hawse Timbers										
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	Bilge		to	Bilge						
" " " on the ribs			from	Bilge						
Keelson, if wood, length of scarp										
Plates, Garboard, double or single rivetted to keel, with rivets (1/16 ins.) diameter averaging (3/8 in.) from centre to centre of rivet.										
" edges from Garboards to turn of bilge, 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 Garboards to turn of bilge, worked carvel with a lining piece (1/8) 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? No										
" 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 (1/16) 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? No										
" 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.										
Planksheers, how secured to the plating of the sides										
Waterway " " planksheer and to the Beams										
Side trussing breadth and thickness of plates										
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?										

1234 Lion

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? *all solid with sliver 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.
<i>Has one full suit of sails.</i>	Fore Sails,	Chain	200	1 1/4 + 1/8	Bower,	3	13-1-0
	Fore Top Sails,	Hempen Stream Cable	80	7			12-1-0
	Fore Topmast Stay Sails,	Hawser	60	4 1/2	Stream,		12-1-0
	Main Sails,	Towlines	90	6			
	Main Top Sails,	Warp	75	5			
	and	All of <i>good</i> quality.	45	3 1/2	Kedge,	1	2-0-0

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

She has *a* Long Boat and *three others*

The present state of the Windlass is *secure* Capstan and Rudder *and* Pumps *efficient*

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	<i>July 10th 1856</i>
	2nd.	On the plating during the progress of rivetting	<i>Aug 22</i>
	3rd.	When the beams were in and fastened, and before the decks were laid	<i>Sept 22</i>
	4th.	When the ship was complete, and before the plating was finally coated	<i>Oct 21</i>
	5th.	After the ship was launched	<i>Nov 19</i>

*This vessel has been built under
Special Survey per order No 190.*

In what manner are the surfaces preserved from oxidation? *By Painting*

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

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

Special£ 21 : 2 : :

Certificate (if required)£ : : :

Committee's Minute *5th Dec^r 1856*

Character assigned *A 1 for 9 Years*
Build of Iron
L. D. M. J.

*I concur in the
above decision*
4th Dec^r 1856
L. D. M. J.