

# IRON SHIPS.

No. 1312 Survey held at Almora Date 16/3/57 1857  
 on the Iron Ship "Paradot" Master James Woodhead  
 Tonnage Gross 205 1/2 Engine Room 44 1/2 Register 140 Built at Almora  
 When Built 1857 By whom built James Woodhead & Co Owners James Woodhead  
 Port belonging to India Destined Voyage Antwerp  
 Surveyed Afloat or in Dry Dock Building & Afloat

Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth from Beam to top of Floor	Feet.	Inches.	Power of Engines	Horse No.
134	5	2	20	4		12	0		40	
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. 1 at bottom of Floor Plate	3	2	Feet	3	2	5/16				
" depth & thickness of Plate at mid line	12	Feet	12	5/16						
" " " at turn of bilge										
" Size of Reversed Angle Iron, and No. 12 at top of Floor Plate	2	2	Feet	2	2	1/4				
Ribs, Size of Angle Iron, single or double	3	2	Feet	3	2	5/16				
" Reversed Iron, if to every frame										
" " " for every other frame	2	2	Feet	2	2	1/4				
Beams, Deck (No. 31) double or single	6	3	1/2	5	5/16					
" Angle Iron	3 1/2	2 1/2	1/8							
" " depth & thickness of plate amidships										
" " double or single Angle Iron, on lower edge										
" " average space between	3	Feet	3	Feet						
" " if wood (No. ) sided & moulded										
" Hold, (No. 6) double or single	1	3	1/2							
" Angle Iron	2 1/2	2 1/2	1/8							
" " 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	3 1/2	3	1/8	3	2 1/2	5/16				
" plate, if Box, give sketch & dimensions	8	1/2		8	1/2					
" Side or Bilge	3 1/2	3 1/2	Feet	3	2 1/2	5/16				
" Number										

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

Knight-heads English Oak are they free from defects?

Hawse Timbers English Oak

The Ribs extend in one length from Keel to Gunnwale rivetted through plates with ( 3/8 in.) rivets, about ( 6 ) apart.

The reverse angle irons on the floors extend in one length across the middle line from 3 to above Bilge & alternately

" " " on the ribs " " " from 3 to Gunnwale

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

Plates, Garboard, double or single rivetted to keel, with rivets ( 3/8 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 ( 1/4 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 ( 3/4 ) thick, double or single rivetted; rivets ( 1/2 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 ( 1/4 ) thick, or clencher, double or single rivetted; rivets ( 1/2 in.) diameter, averaging ( 2 1/4 ins.) from centre to centre of rivets.

" butts from bilge to wales, worked carvel with a lining piece ( 3/4 ) thick, double or single rivetted; rivets ( 1/2 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 ( 1/4 ) thick, or clencher, double or single rivetted; rivets ( 1/2 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 Angle Iron 3 1/2 x 3 x 3/8 rivetted to Under Side of Beam

Deck Beams, how secured to the side Plate 12 x 3/8 x 1/2 " do " Angle Iron on Beams

Hold " " do

Paddle " " do

No. of breasthooks 2 crutches 2 how are pointers compensated?

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

Said to be Best

Builder's Signature Wm. Woodhead & Co



1285 *Ln*

**Workmanship.** Are the lands or laps of the clenchwork in all cases sufficiently wide to take the rivets and support the strain on them? *By*  
 Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies? *By*  
 Do the fillings between the ribs and plates fill in all solid with sliver pieces, or are they in short lengths? *Long pieces*  
 Do the holes for rivetting plate to lining piece, or plate to plate, &c., answer well to each other? *Generally good* and are the rivet holes well and sufficiently countersunk in the outer plate?  
 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 <sup>o</sup> .			Fathoms.	Inches.		N <sup>o</sup> .	Weight.
<i>One</i>	Fore Sails,	Chain .....	180	1 3/4	Bower, ... <i>Patent</i> .....	2	8
<i>Complete</i>	Fore Top Sails,	Hempen Stream Cable .....	90	6 1/2			7
<i>Suit</i>	Fore Topmast Stay Sails,	Hawser .....	90	5	Stream, .....	1	5
	Main Sails,	Towlines .....	90	4			
	Main Top Sails,	Warp .....			Kedge, .....	1	2
and		All of <i>Good</i> quality.					

Her Standing and Running Rigging *Complete* sufficient in size and *Good* in quality.

She has *One Quarter* Long Boat and *22 feet* Launch

The present state of the Windlass is *Good* Capstan *Good* and Rudder *Good* Pumps *Hand to each*  
*Compartment* *Water* *Connected to Engine*

**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 *October 1856*  
 2nd. On the plating during the progress of rivetting *November*  
 3rd. When the beams were in and fastened, and before the decks were laid *Dec 4 Dec 5*  
 4th. When the ship was complete, and before the plating was finally coated *January 1857*  
 5th. After the ship was launched *July 4 March*

The Clamp Stinger in this vessel is of single Angle Iron in lieu of Plate Iron as sanctioned by Committee letter of Jan<sup>y</sup> 24<sup>th</sup> 57, and Deck vie of single Angle Iron placed on the under side of Beam, rivetted to short pieces brought on the lower edge, as sanctioned by a previous Communication of 4<sup>th</sup> Oct<sup>r</sup> 1855. We beg to observe that in our opinion the single Angle Iron is not equal to Plate Iron generally used for Clamp and Deck vie, but if the Clamp Stinger had been of double Angle Iron Black to Black, it would we think be superior. The longitudinal ties, below Deck, are connected fore and aft through Bulkheads, and connected forward and aft with Plate Chocks, and butches; Upper Deck fastened throughout with loose bolts and nuts and many additional up keelsons to be removed. Rigged, Wire standing rigging, Shuttles, Bitts, etc. of Chain Cable produced.

In what manner are the surfaces preserved from oxidation? *Red Lead and White Paint*

I am of opinion this Vessel should be classed *9 A 1*

The amount of the Fee .....£ 3 : 0 : is received by me,

*Mar 11* Special .....£ 5 : 5 :

Certificate (if required) .....£ : 5 :

Committee's Minute *17<sup>th</sup> March 1857*

Character assigned *A 1 for 9 Years*  
*Build Iron*



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