

IRON SHIPS.

1205

No. 1311 Survey held at Manila Date 16/3/57 1857
 on the Iron Steamer Master James Medhead
 Tonnage Gross 205 Engine Room 144 Register 144 Built at Manila
 When Built 1857 By whom built James & Co Owners James & Co
 Port belonging to Spain 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.
	Feet.	Inches.		Feet.	Inches.		Feet.	Inches.		
Length aloft	134	5	20	4	12	1			40	
Distance between Floors amidships	1	6	1	6						
Distance between Floors forward and aft	1	6	1	6						
Distance between Floors ribs amidships	1	6	1	6						
Distance between Floors forward and aft	1	6	1	6						
Floors, Size of Angle Iron, and No. at bottom of Floor Plate	3	2	3	2	5/16					
Depth & thickness of Plate at mid line	12	9/16	12	9/16	5/16					
Depth & thickness of Plate at turn of bilge										
Size of Reversed Angle Iron, and No. at top of Floor Plate	2	2	2	2	1/4					
Ribs, Size of Angle Iron, single or double	3	2	3	2	5/16					
Reversed Iron, if to every frame	2	2	2	2	1/4					
Beams, Deck (No. 31) double or single	6	3	6	3	5/16					
Angle Iron	3 1/2	2 1/2	3 1/2	2 1/2	5/16					
Depth & thickness of plate amidships										
Double or single Angle Iron, on lower edge										
Average space between										
If wood (No.) sided & moulded										
Hold, (No. 6) double or single	1	3	1	3	5/16					
Angle Iron	2 1/2	2 1/2	2 1/2	2 1/2	5/16					
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	3 1/2	3	3 1/2	3	5/16					
Side or Bilge	3 1/2	3 1/2	3 1/2	3 1/2	5/16					
Number										

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

Knight-heads English Oak Bulkheads, No. Five Thickness of Plate 1/4

Hawse Timbers English Oak are they free from defects?

The Ribs extend in one length from Keel to Gunwale 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

Keelson, if wood, length of scarp 3 to Gunwale if iron, how are the various lengths connected? shifted

Plates, Garboard, double 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 (5/16) 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
 if necessary.

Waterway " " planksheer and to the Beams } how secured

Side trussing breadth and thickness of plates Angle Iron 3 1/2 x 3 x 3/8 rivetted to Under Side of Beam

Deck trussing Plate 12 x 3/8 rivetted to Angle Iron on Beams

Deck Beams, how secured to the side rivetted to and connected by plate knees to frames

Hold " " do

Paddle " " do

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

What description of iron is used for the angle iron and bar iron in the vessel? Said to be Best

Builder's Signature Wm. W. W. W.

1285 *Ln*

Workmanship. Are the lands or laps of the clenwork 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 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 ^o .		Fathoms.	Inches.	N ^o .	Weight.
<i>One</i>	Fore Sails,	Chain	180 17/8	Bower, ... <i>Patent</i>	2 8
<i>Complete</i>	Fore Top Sails,	Hempen Stream Cable	90 6 1/2	Stream,	1 5
<i>Suit</i>	Fore Topmast Stay Sails,	Hawser	90 5	Kedge,	1 2
	Main Sails,	Towlines	90 4		
	Main Top Sails,	Warp			
	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* keels

The present state of the Windlass is *Good* Capstan *Winch* and Rudder *Good* Pumps *Hand to back*
Compartment *Wedge 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 *do & Decr*
 - 4th. When the ship was complete, and before the plating was finally coated *January 1857*
 - 5th. After the ship was launched *July & March*

The Clamp Stinger in this keel is of single angle iron in lieu of Plate iron as sanctioned by Committee's letter of Jan^y 20th 1857; and Deck tie of single angle iron placed on the under side of beam, riveted to short pieces brought on the lower edge, as sanctioned by a previous communication of 4th Oct^r 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 ties, but if the Clamp Stinger had been of double angle iron back to back, it would we think be superior. The longitudinal ties, below Deck, are carried fore and aft through Bulkheads, and connected forward and aft with Plate Chocks, and latches; Upper Deck fastened throughout with loose bolts and nuts and many additional up being also chosen rigged, wire standing rigging, stuttings, Riggers, &c. of Chain cables produced.

In what manner are the surfaces preserved from oxidation? *Red Lead and Shellac 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 *17th March 1857*

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

Wm. Robertson
Thos. Luke

I concur in the above Resolution

 Lloyd's Register Foundation