

See annual Report 1200 IRON SHIPS.

No. 11386 Survey held at Birkenhead & Liverpool Date March 15th 1857
on the Ship "Flying Venus" Master J. R. Reay
Tonnage Gross Engine Room Register 1393 $\frac{2}{3}$ Built at London
When Built 1855 By whom built C. I. Mare & Co Owners Bates
Port belonging to Liverpool Destined Voyage Bombay
If Surveyed Afloat or in Dry Dock Dry Dock & Afloat

Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth from Beam to top of Floor	Feet.	Inches.	Power of Engines	Horse No.
.....	232	✓	37	✓	24	✓
Distance between Floors amidships	1	8	1	8	1	6	1	6	3 plates iron, breadth and thickness	2 1/2 x 9 x 3
" " " forward and aft	1	8	1	8	1	6	1	6	Stern-post, if bar iron, moulding and thickness	2 1/2 x 9 x 3
" " Ribs amidships	1	8	1	8	1	6	1	6	" " if plate iron, breadth and thickness	2 1/2 x 9 x 3
" " " forward and aft	1	8	1	8	1	6	1	6	Keel, if bar iron, depth and thickness	3 plates 2 1/2 x 9 x 3
Floors, Size of Angle Iron, and No. 2 at bottom of Floor Plate	5 x 3 1/2 x 1/2	✓	5 x 3 1/2 x 1/2	9/16	24 x 1/2	24 x 1/2	24 x 1/2	24 x 1/2	" if plate iron, breadth and thickness	2 1/2 x 9 x 3
" depth & thickness of Plate at mid line	29 x 1/2		24 x 1/2	8/16	3 x 3 x 1/4	3 1/2 x 3 x 8/16	3 1/2 x 3 x 8/16	3 1/2 x 3 x 8/16	Garboard Plates, thickness	13/16
" " " at turn of bilge	3 x 3 x 1/4	✓	3 1/2 x 3 x 8/16	8/16	5 x 3 1/4 x 1/2	5 x 3 1/2 x 9/16	5 x 3 1/2 x 9/16	5 x 3 1/2 x 9/16	" to bilge	9/16 x 10/16
" Size of Reversed Angle Iron, and No. 1 at top of Floor Plate	3 x 3 x 1/4	✓	3 1/2 x 3 x 8/16	8/16	5 x 3 1/4 x 1/2	5 x 3 1/2 x 9/16	5 x 3 1/2 x 9/16	5 x 3 1/2 x 9/16	Bilge	10/16
Ribs, Size of Angle Iron, single or double	5 x 3 1/4 x 1/2	✓	5 x 3 1/2 x 9/16	9/16	3 x 3 x 1/4	3 1/2 x 3 x 8/16	3 1/2 x 3 x 8/16	3 1/2 x 3 x 8/16	" to Wales	10/16
" " Reversed Iron, if to every frame	3 x 3 x 1/4	✓	3 1/2 x 3 x 8/16	8/16	5 x 3 1/4 x 1/2	5 x 3 1/2 x 9/16	5 x 3 1/2 x 9/16	5 x 3 1/2 x 9/16	Wales	11/16
" " or every other frame	3 x 3 x 1/4	✓	3 1/2 x 3 x 8/16	8/16	5 x 3 1/4 x 1/2	5 x 3 1/2 x 9/16	5 x 3 1/2 x 9/16	5 x 3 1/2 x 9/16	Topsides	8/16
Beams, Deck (No. 60) double or single	3 x 3	✓	3 1/2 x 3 1/2	3 1/2	5 x 3 1/4 x 1/2	5 x 3 1/2 x 9/16	5 x 3 1/2 x 9/16	5 x 3 1/2 x 9/16	Sheerstrakes	8/16
" Angle Iron	3 x 3	✓	3 1/2 x 3 1/2	3 1/2	5 x 3 1/4 x 1/2	5 x 3 1/2 x 9/16	5 x 3 1/2 x 9/16	5 x 3 1/2 x 9/16	Planksheers	10/16
" depth & thickness of plate amidships	10		9 1/4	9 1/4	5 x 3 1/4 x 1/2	5 x 3 1/2 x 9/16	5 x 3 1/2 x 9/16	5 x 3 1/2 x 9/16	" " Material	7/8 x 13
" double or single Angle Iron, on lower edge	Culb		30	30	5 x 3 1/4 x 1/2	5 x 3 1/2 x 9/16	5 x 3 1/2 x 9/16	5 x 3 1/2 x 9/16	Gunwale Plate or Stringer	24 x 8/16
" average space between	34		30	30	5 x 3 1/4 x 1/2	5 x 3 1/2 x 9/16	5 x 3 1/2 x 9/16	5 x 3 1/2 x 9/16	Waterway	5 1/2
" if wood (No.) sided & moulded	34		30	30	5 x 3 1/4 x 1/2	5 x 3 1/2 x 9/16	5 x 3 1/2 x 9/16	5 x 3 1/2 x 9/16	Deck	4
" Hold, (No. 58) double or single	3 x 3	✓	3 1/2 x 3 1/2	3 1/2	5 x 3 1/4 x 1/2	5 x 3 1/2 x 9/16	5 x 3 1/2 x 9/16	5 x 3 1/2 x 9/16	Ceiling in flat	4
" Angle Iron	3 x 3	✓	3 1/2 x 3 1/2	3 1/2	5 x 3 1/4 x 1/2	5 x 3 1/2 x 9/16	5 x 3 1/2 x 9/16	5 x 3 1/2 x 9/16	Bilge Planks inside	3
" depth & thickness of plate amidships	10 1/4		9 1/4	9 1/4	5 x 3 1/4 x 1/2	5 x 3 1/2 x 9/16	5 x 3 1/2 x 9/16	5 x 3 1/2 x 9/16	Ceiling from Bilge to Clamps	3
" double or single Angle Iron, on lower edge	Culb		30	30	5 x 3 1/4 x 1/2	5 x 3 1/2 x 9/16	5 x 3 1/2 x 9/16	5 x 3 1/2 x 9/16	Hold Beam Clamps	None
" average space between	34		30	30	5 x 3 1/4 x 1/2	5 x 3 1/2 x 9/16	5 x 3 1/2 x 9/16	5 x 3 1/2 x 9/16	" " Shelf	None
" if wood (No.) sided & moulded	34		30	30	5 x 3 1/4 x 1/2	5 x 3 1/2 x 9/16	5 x 3 1/2 x 9/16	5 x 3 1/2 x 9/16	" " Stringers	Iron 30 x 1 1/2
" Paddle wood, sided and moulded	34		30	30	5 x 3 1/4 x 1/2	5 x 3 1/2 x 9/16	5 x 3 1/2 x 9/16	5 x 3 1/2 x 9/16	Ceiling between Decks	2 1/2
" or if Iron, size of Plate	34		30	30	5 x 3 1/4 x 1/2	5 x 3 1/2 x 9/16	5 x 3 1/2 x 9/16	5 x 3 1/2 x 9/16	Stringers	2 Wood 14 x 8 1/2
" Engine	34		30	30	5 x 3 1/4 x 1/2	5 x 3 1/2 x 9/16	5 x 3 1/2 x 9/16	5 x 3 1/2 x 9/16	Deck Beam Clamps	13 x 7 1/2
Keelson, wood, sided & moulded, iron, size of	2 1/2 x 5/16		as per sketch	as per sketch	5 x 3 1/4 x 1/2	5 x 3 1/2 x 9/16	5 x 3 1/2 x 9/16	5 x 3 1/2 x 9/16	" " Shelf	as per sketch
" plate, if Box, give sketch & dimensions	2 1/2 x 5/16		as per sketch	as per sketch	5 x 3 1/4 x 1/2	5 x 3 1/2 x 9/16	5 x 3 1/2 x 9/16	5 x 3 1/2 x 9/16	Stringers in Hold	4
" Side or Bilge	None		None	None	5 x 3 1/4 x 1/2	5 x 3 1/2 x 9/16	5 x 3 1/2 x 9/16	5 x 3 1/2 x 9/16	Deck, Lower	4
" Number	None		None	None	5 x 3 1/4 x 1/2	5 x 3 1/2 x 9/16	5 x 3 1/2 x 9/16	5 x 3 1/2 x 9/16		

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

Knight-heads " Long Oak } are they free from defects?

Hawse Timbers " Long Oak }

The Ribs extend in one length from Keel to Gunwale rivetted through plates with (1/8 in.) rivets, about (9) apart,

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

" " " on the ribs " " " from Bilge to Gunwale on each alternate frame & only to Bilge

Keelson, if wood, length of scarp as per sketch if iron, how are the various lengths connected? on the intermediate ones

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

" edges from Garboards to turn of bilge, worked carvel with a lining piece (1 in.) thick, or clencher, double or single rivetted; rivets (1 in.)

diameter, averaging (4 ins.) from centre to centre of rivets.

" butts from Garboards to turn of bilge, worked carvel with a lining piece (9/16) thick, double or single rivetted; rivets (7/8 in.) diameter,

averaging (2 1/2 ins.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? where seen

" edges from bilge to wales, worked carvel with a lining piece (1) thick, or clencher, double or single rivetted; rivets (7/8 in.) diameter,

averaging (4 ins.) from centre to centre of rivets.

" butts from bilge to wales, worked carvel with a lining piece (10/16) thick, double or single rivetted; rivets (7/8 in.) diameter, averaging

(2 1/2 in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? as per sketch

" edges of wales and to planksheers, worked carvel with a lining piece (1) thick, or clencher, double or single rivetted; rivets (7/8 in.) diameter

averaging (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 " None " " "

Deck Beams, how secured to the side By stringer plates & knees

Hold " " " " "

Paddle " " " " "

No. of breasthooks crutches 7 how are pointers compensated? are made by the stringer plates being

What description of iron is used for the angle iron and bar iron in the vessel? forward & aft & by the floor plates between



Builder's Signature

IRON 432A-0111

1290 Im

Workmanship. Are the lands or laps of the clenchwork in all cases sufficiently wide to take the rivets and support the strain on them? *appears so*
Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies? *where seen*
Do the fillings between the ribs and plates ~~fill in all solid with silver pieces, or are they~~ in short lengths?
Do the holes for rivetting plate to lining piece, or plate to plate, &c., answer well to each other? *Not seen* and are the rivet holes well and sufficiently countersunk in the outer plate? *not seen*
Are there any rivets which either break into or have been put through the seams or butts of the plating? *none seen*
Was the plating caulked internally in the wake of the frames or ribs? *Not known*

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>Nearly two</i>	Fore Sails,	Chain <i>Catfish</i>	<i>300</i>	<i>1 3/4</i>	Bowers	<i>3</i>	<i>45.0.19</i>
<i>Suits</i>	Fore Top Sails,	Hempen Stream Cable	<i>90</i>	<i>1 1/8</i>			<i>45.0.0</i>
	Fore Topmast Stay Sails,	Hawser	<i>90</i>	<i>9 1/2</i>	Stream,	<i>1</i>	<i>14.1.15</i>
	Main Sails,	Towlines	<i>90</i>	<i>13 1/2</i>			
	Main Top Sails,	Warp	<i>90</i>	<i>8 1/2</i>	Kedge,	<i>2</i>	<i>42.2.0</i>
and		All of <u>good</u> quality.					<i>39.2.0</i>

Her Standing and Running Rigging Hemp and good sufficient in size and good in quality.

She has 1 Long Boat and 3 others

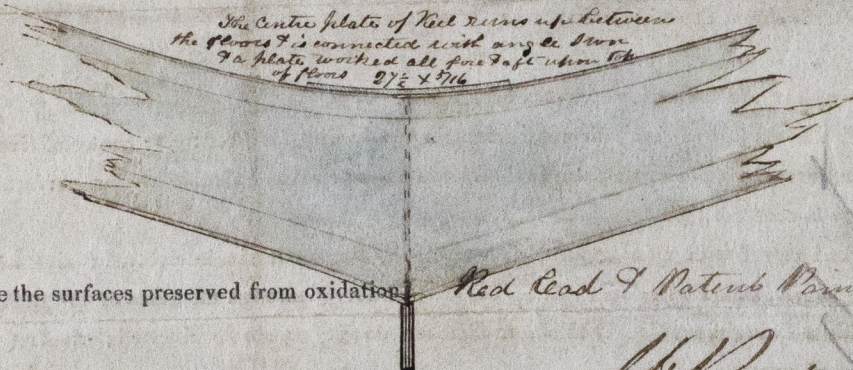
The present state of the Capstan is good Capstan good and Rudder good Pumps good

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

The present Owners of this Ship "Flying Venus" having given notice to have her surveyed for Classing — On examination in the Drying dock, we found the outside plating, rivets, & butts of the plates all good, as far as could be seen — The ship being close ceiled between decks and in the hold with 2 1/2" yellow pine and 3" rock elm double fastened to the reverse angle irons on frames, in consequence of which only a small part of the ship could be seen internally, viz — in the wake of ceiling taken off to put oiler beams in the ship, in way of limber boards — & some short lengths of ceiling taken off in between decks where required — & all the inside of ship where seen appears good

Now now had fourteen oiler beams made of angle iron double 6 x 3 x 1/2 — all the masts & spars have been taken out & replaced with proper size & good quality — rigging of hemp well fitted has also had a good Capstan — Has a lower & upper deck of 4" yellow pine well fastened to the beams. And although it appeared desirable to Mess^{rs} Weymouth and Davidson as stated in their Report dated London 4th September 1856 — that the iron plates on top of the lower & upper deck beams, bilge keelsons, & ceiling plate between decks, should be introduced for assigning a Class, in conformity with the Rules, for a term of years — we respectfully beg to say that as the ceiling appears well fitted, together with the thick spunketting plank & large waterway on top of lower deck beams — these in our opinion, taking into consideration the extra thickness of outside plating & breadth of lands, might compensate for the absence of the ceiling plate, and as it does not appear to us that the ship in any way strains, and being built with a great rise of floor & now having the oiler beams as named above we under the recent resolution respectfully recommend her as eligible for the A I Class



In what manner are the surfaces preserved from oxidation? Red Lead & Natural Paint

We are of opinion this Vessel should be classed A I

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

Special £ 1 : 1 : 0 4/30 Wm. J. Manshuist

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

Committee's Minute 25th March 1857

Character assigned A I



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