

1353 IRON SHIPS.

Ru 25/1/77

No. 1357 Survey held at Glasgow Date 20th May 1857
 on the S.S. Admiral Cator Master Cannell, J. Barton
 Tonnage Gross 311 or Engine Room 99 Register 211 Built at Glasgow
 When Built 1857 By whom built Thomas Wingate & Co. Owners West Whitepool Screw Steam Shipping Co.
 Port belonging to West Whitepool Destined Voyage London
 If Surveyed Afloat or in Dry Dock Building & Afloat

	Feet.	Inches.	Feet.	Inches.	Feet.	Inches.	Horse No.
Length afloat	148	3	22	15	12	5	60
Extreme Breadth							
Depth from Beam to top of Floor							
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	3 1/8	3 1/4	2 1/4	3 1/8	
" depth & thickness of Plate at mid line	13	3/8	12 1/2	3/8	7	10	
" " " at turn of bilge							
" Size of Reversed Angle Iron, and No. at top of Floor Plate	2 1/2	2 1/4	3 1/8	2 1/4	2	5 1/2	
Ribs, Size of Angle Iron, single or double Reversed Iron, to every frame	3 1/2	2 1/8	3 1/8	3 1/4	2 1/4	3 1/8	
" " " to every frame	2 1/2	2 1/4	3 1/8	2 1/4	2	5 1/2	
Beams, Deck (No. 60) double or single Angle Iron	2 1/4	2 1/4	3 1/8				
" " depth & thickness of plate amidships	5 1/2	3/8	5 1/2	3/8			
" " double or single Angle Iron, on lower edge							
" " average space between	3 feet		3 feet				
" " if wood (No.) sided & moulded							
" Hold, (No. 18) double or single Angle Iron	2 1/2	2 1/4	3 1/8	Angle Iron			
" " depth & thickness of plate amidships	6	3/8	6	3/8			
" " double or single Angle Iron, on lower edge							
" " average space between	6 1/2		8 1/2				
" " 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	2 1/4	3 1/8	3 1/2	2 1/4	3 1/8	
" Side or Bilge	3 1/2	2 1/4	3 1/8	3 1/2	2 1/4	3 1/8	
" Number							

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

Knight-heads English Oak are they free from defects?

Hawse Timbers "

The Rib extend in one length from Keel to Gunwale rivetted through plates with (3/4 in.) rivets, about (6 in.) apart.

The reverse angle irons on the floors extend in one length across the middle line from to above Hold Beams to alternately to Gunwales

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 (1 ins.) diameter averaging (3 in.) from centre to centre of rivet.

 " edges from Garboards to turn of bilge, worked carvel with a lining piece (1/2 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 (7/16 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?

 " edges from bilge to wales, worked carvel with a lining piece (1/2 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 bilge to wales, worked carvel with a lining piece (3/8 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?

 " edges of wales and to planksheers, worked carvel with a lining piece (1/2 in.) thick, or clencher, double or single rivetted; rivets (3/4 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 Gunwale Stringer
 Waterway " " planksheer and to the Beams { if necessary. }

Side trussing breadth and thickness of plates how secured

Deck trussing " " " 10 x 1/2 in. " Rivetted to Angle Iron on Beams

Deck Beams, how secured to the side Single Plate None rivetted to Frames

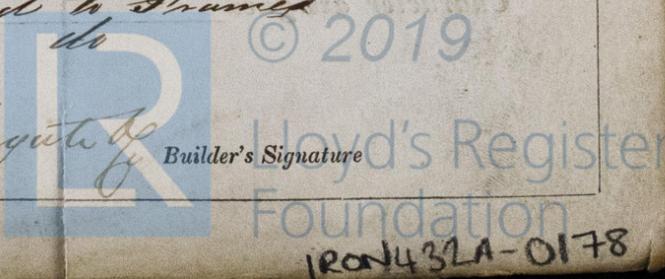
Hold " " do

Paddle " " do

No. of breasthooks 3 crutches 3 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 Thos. Wingate & Co.



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 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? *Some*
 Was the plating caulked internally in the wake of the frames or ribs? *No* 1355 *Ln*

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 1/4	Bower,	<i>Common</i> 2 8.5.10
<i>Complete</i>	Fore Top Sails,	<i>do</i>	60 3/4	Stream,	<i>Patent</i> 1 4.0.22
<i>Suit</i>	Fore Topmast Stay Sails,	Hawser	90 6	Kedge,	<i>do</i> 1 2.1.10
	Main Sails,	Towlines	180 5		
	Main Top Sails,	Warp			
	and other requisite <i>Sails</i>	All of <u>Good</u> quality.			

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

She has One 22 feet Long Boat and One 16 feet *Capstan* Good and Rudder Good Pumps One hand pump to each Compartment & 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 Feb^r
 - 2nd. On the plating during the progress of rivetting Feb^r 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 April May
 - 5th. After the ship was launched May

This vessel has Double Frames at Bulkheads, and in Engine Room to above Ridge; The Reverse Frames extend to above Hold Beams; Clamp Stinger, Hold Beam Stingers, Ridge and Middle Line Keelsons are continued fore and aft unbroken, and connected at their extremities by plate blocks and patches; Hold Beams placed to every sixth frame Upper Deck fastened throughout as prescribed by the Rules & rigged as a three masted Schooner; Standing Rigging Wire Rope; Certificates of Chain Cables produced &c in every respect a good and efficient vessel.

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

I am of opinion this Vessel should be classed G.R.S.

The amount of the Fee£ 4 : : : is received by me,
 Special£ 5 : 5 : :
 Certificate (if required)£ 2 : 5 : :

Thos. Luke

Committee's Minute 21st May 1857

Character assigned 1 for 9 Years

I concur in the above recommendation
 25th May 1857

