

IRON SHIPS.

No. 1357 Survey held at Glasgow Date 20th May 1857
 on the S.S. Admiral Cator Master Cannell, T. Barton
 Tonnage Gross 311 08 Engine Room 99 55 Register 211 53 Built at Glasgow
 When Built 1857 By whom built Thomas Wingate & Co. Owners West Whitepool Steam Shipping Co.
 Port belonging to West Whitepool Destined Voyage London
 If 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.
148	3		22	15		12	5		60	
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 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 1/10				
" " " at turn of bilge										
" Size of Reversed Angle Iron, and No. 1 at top of Floor Plate	2 1/2	2 1/4	3 1/8	2 1/4	2	5 1/16				
Ribs, Size of Angle Iron, single or double in 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 1/16				
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	2 1/4	2	5 1/16				
" " 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			6 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 1/4	2 1/4	3 1/8				
" Side or Bilge										
" Number										
Transoms, material <u>Plate</u> or, if none, in what manner compensated for.										
Knight-heads <u>English Oak</u> are they free from defects?										
Hawse Timbers <u>"</u>										
The Ribs extend in one length from <u>Keel</u> to <u>Gunwale</u> rivetted through plates with (<u>3/4</u> in.) rivets, about (<u>6</u> in.) apart.										
The reverse angle irons on the floors extend in one length across the middle line from <u>Keel</u> to <u>above Hold Beams</u> & <u>alternately to Gunwale</u>										
" " " on the ribs " " " from <u>Keel</u> to <u>Gunwale</u>										
Keelson, if wood, length of scarp if iron, how are the various lengths connected? <u>Shifted</u>										
Plates, Garboard, double or single rivetted to keel, with rivets (<u>1</u> ins.) diameter averaging (<u>3</u> in.) from centre to centre of rivet.										
" edges from Garboards to turn of bilge, worked carvel with a lining piece (<u>1/2</u> in.) thick, or clencher, double or single rivetted; rivets (<u>3/4</u> in.) diameter, averaging (<u>2 1/4</u> ins.) from centre to centre of rivets.										
" butts from Garboards to turn of bilge, worked carvel with a lining piece (<u>1/2</u> in.) thick, double or single rivetted; rivets (<u>3/4</u> in.) diameter, averaging (<u>2 1/4</u> 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 (<u>1/2</u> in.) thick, or clencher, double or single rivetted; rivets (<u>3/4</u> in.) diameter, averaging (<u>2 1/4</u> ins.) from centre to centre of rivets.										
" butts from bilge to wales, worked carvel with a lining piece (<u>3/8</u> in.) thick, double or single rivetted; rivets (<u>3/4</u> in.) diameter, averaging (<u>2 1/4</u> ins.) 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 (<u>1/2</u> in.) thick, or clencher, double or single rivetted; rivets (<u>3/4</u> in.) diameter averaging (<u>2 1/4</u> ins.) from centre to centre of rivets.										
Planksheer, how secured to the plating of the sides { Explain by sketch, } <u>Bolted to Gunwale Stringer</u>										
Waterway " " planksheer and to the Beams { if necessary. }										
Side trussing breadth and thickness of plates how secured										
Deck trussing " " " <u>10 x 1/2 in.</u> " Rivetted to Angle Iron on Beams										
Deck Beams, how secured to the side <u>Single Plate</u> <u>Angle</u> Rivetted to Beams										
Hold " " "										
Paddle " " "										
No. of breasthooks <u>3</u> crutches <u>3</u> how are pointers compensated? <u>As in</u>										
What description of iron is used for the angle iron and bar iron in the vessel? <u>Said to be Best</u>										

Builder's Signature

© 2019

Lloyd's Register Foundation

IRON432A-0178

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? *None*
 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 1/4	Bower,	<i>Common</i>	<i>2 8.5.10</i>
<i>Complete</i>	Fore Top Sails,	<i>do</i>	60	3/4	<i>Patent</i>		<i>7.2.2</i>
<i>Suit</i>	Fore Topmast Stay Sails,	Hempen Stream Cable	90	8			
	Main Sails,	Hawser	90	6	Stream,	<i>Common</i>	<i>1 4.0.22</i>
	Main Top Sails,	Towlines	180	5			
	and <i>other requisite</i> <i>Sails</i>	Warp			Kedge,	<i>do</i>	<i>1 2.1.10</i>
		All of <i>Good</i> 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*

The present state of the Windlass is *Good* *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	<i>Feb 1</i>
	2nd. On the plating during the progress of rivetting	<i>Feb 1 March</i>
	3rd. When the beams were in and fastened, and before the decks were laid	<i>April</i>
	4th. When the ship was complete, and before the plating was finally coated	<i>April May</i>
	5th. After the ship was launched	<i>May</i>

This vessel has Double Frames at Bulkheads, and in Engine Room to above Bridge; 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 butches; 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; Vetting 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 & Harwich Patent Paint*

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

The amount of the Fee£ 4 : : : is received by me,

May 18

Special£ 5 : 5 : :

Certificate (if required)£ : : 5 : :

Committee's Minute *28th May 1857*

Character assigned *1 for 9 Years*

Thos. Luke

I coxswain in the above accommodation 25 May 1857