

IRON SHIPS.

No. 6433 Survey held at Sunderland Date 16th May 1858
 on the Screw Steamer "Admiral Ranaris" Master Thompson
 Tonnage Gross 927 Engine Room 163 Register 764 Built at Sunderland
 When Built 1858 By whom built J. Laing Owners C. J. Gouley & Co
 Port belonging to Sunderland Destined Voyage Mediterranean
 Surveyed Afloat or in Dry Dock During building

Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth from Beam to top of Floor	Feet.	Inches.	Power of Engines	Horse No.
	195		33			18	6		90	
Distance between Floors amidships	1	6	1	6	1	6				
" " " forward and aft	1	6	1	6	1	6				
" " Ribs amidships	1	6	1	6	1	6				
" " " forward and aft	1	6	1	6	1	6				
Floors, Size of Angle Iron, and No. / at bottom of Floor Plate	4 1/2	3	8 1/6	4 1/2	3	8 1/6				
" depth & thickness of Plate at mid line	1 1/2	-	8 1/6	10 1/6	10 1/6					
" " " at turn of bilge	4 1/2	-	8 1/6	10 1/6	10 1/6					
" Size of Reversed Angle Iron, and No. at top of Floor Plate	3	3	4 1/6	3 1/2	3	7 1/6				
Ribs, Size of Angle Iron, single or double	4 1/2	3	8 1/6	4 1/2	3	8 1/6				
" " Reversed Iron, if to every frame or every alternate frame	3	3	4 1/6	3 1/2	3	7 1/6				
Beams, Deck (N ^o . 60) double Angle Iron	3	3	8 1/6	3	3	4 1/6				
" " depth & thickness of plate amidships	8 1/4	-	7 1/6	8 1/4	10 1/6					
" " double or single Angle Iron, on lower edge	1 1/4	-	-	10 1/6	10 1/6					
" " average space between 2 ft. 11 in.	-	-	-	10 1/6	10 1/6					
" " if wood (N ^o .) sided & moulded	-	-	-	10 1/6	10 1/6					
" Hold, (N ^o . 35) double Angle Iron	3	3	8 1/6	3	3	4 1/6				
" " depth & thickness of plate amidships	8 1/4	-	7 1/6	8 1/4	10 1/6					
" " double or single Angle Iron, on lower edge	1 1/4	-	-	10 1/6	10 1/6					
" " average space between 4 ft. 3 in.	-	-	-	3 feet	3 feet					
" " if wood (N ^o .) sided & moulded	-	-	-	3 feet	3 feet					
" Paddle, wood, sided and moulded or if Iron, size of Plate	-	-	-	3 feet	3 feet					
" Engine	-	-	-	3 feet	3 feet					
Keelson, wood, sided & moulded, iron, size of plate, if Box, give sketch & dimensions	2. 9 1/2	-	9 1/6	2. 9 1/2	9 1/6					
" Side or Bilge	6	3	4 1/6	6	3	4 1/6				
" Number	-	-	-	-	-	-				

Transoms, material or, if none, in what manner compensated for, Round stern frame all round
 Knight-heads English Oak Bulkheads, N^o. four Thickness of 7/16 by rule 7/16
 Hawse Timbers Angle Iron are they free from defects?
 The Ribs extend in one length from Keel to Deck rivetted through plates with (7/8 in.) rivets, about (5 1/2) apart.
 The reverse angle irons on the floors extend in one length across the middle line from Side to Side and from Keelson to Deck
 " " " on the ribs Keelson, " " from from Keelson to Deck
 Keelson, if wood, length of scarp Plate & iron, how are the various lengths connected? Plates on each side rivetted through
 Plates, Garboard, double Plate rivetted to keel, with rivets (1 in.) diameter averaging (3 1/2 in.) from centre to centre of rivet.
 " edges from Garboards to turn of bilge, worked carvel with a lining piece (— in.) thick, or clencher, double ~~single~~ rivetted; rivets (7/8 in.) diameter, averaging (2 1/2 ins.) from centre to centre of rivets.
 " butts from Garboards to turn of bilge, worked carvel with a lining piece (1 1/16) thick, double ~~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? No
 " edges from bilge to wales, worked carvel with a lining piece (—) thick, or clencher, double ~~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 (10/16) thick, double ~~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? No
 " edges of wales and to planksheers, worked carvel with a lining piece (—) thick, or clencher, double ~~single~~ rivetted; rivets (3/4 in.) diameter averaging (2 1/4 ins.) from centre to centre of rivets. Sheer strakes two breadths are double rivetted
 Planksheer, how secured to the plating of the sides Screw bolts Explain by sketch, }
 Waterway Screw bolts planksheer and to the Beams } if necessary.
 Side trussing - - - breadth and thickness of plates - - - how secured -
 Deck trussing Plates fore & aft at side of Hatchways & from Keelson to waterways diagonal all fore & aft 1 1/2 wide
 Deck Beams, how secured to the side rivetted to shelf plate & Bracket knees
 Hold rivetted to shelf plate & Bracket knees
 Paddle " "
 No. of breasthooks seven crutches seven how are pointers compensated? plates all round the stern
 What description of iron is used for the angle iron and bar iron in the vessel? James Laing Builder's Signature
Angle Iron, Hawse & Mating Beams & mousing &c.

1673 Iron
Workmanship. Are the lands or laps of the clenchwork in all cases sufficiently wide to take the rivets and support the strain on them? *all sufficient*
Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies? *generally*
Do the fillings between the ribs and plates fill in all solid with sliver pieces, or are they in short lengths? *all solid*
Do the holes for rivetting plate to lining piece, or plate to plate, &c., answer well to each other? *generally* and are the rivet holes well and sufficiently countersunk in the outer plate? *sufficient*
Are there any rivets which either break into or have been put through the seams or butts of the plating? *very few*
Was the plating caulked internally in the wake of the frames or ribs? *not caulked*

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>A full</i>	Fore Sails,	Chain	<i>240</i>	<i>1 3/8</i>	Bower,	<i>2</i>	<i>18.18</i>
<i>Suit of</i>	Fore Top Sails,	Hempen Stream Cable	<i>80</i>	<i>9 in</i>			
<i>Sails</i>	Fore Topmast Stay Sails,	Hawser ... <i>chain</i>	<i>75</i>	<i>3/4</i>	Stream,		<i>16</i>
	Main Sails,	Towlines	<i>80</i>	<i>8</i>			
	Main Top Sails,	Warp	<i>80</i>	<i>7</i>	Kedge,		<i>5 & 2</i>
and		All of <i>good</i> quality.	<i>80</i>	<i>4 1/2</i>			

Her Standing and Running Rigging *wire strands* sufficient in size and *good* in quality.

She has *Life boats* Long Boat and *Quarter boats & gig*

The present state of the Windlass is *New* Capstan *New* and Rudder *New* Pumps *New*

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 *August 1857*
2nd. On the plating during the progress of rivetting *Sept^r to Feb^y 1858*
3rd. When the beams were in and fastened, and before the decks were laid *March*
4th. When the ship was complete, and before the plating was finally coated *May*
5th. After the ship was launched *May 13th 1858*

*This Vessel having been commenced in June 1857
I am of opinion that she is Entitled to the benefit
of the Rules as they were then in force, and therefore
can be recommended for the 4 years grade
R. F.*

In what manner are the surfaces preserved from oxidation? *Prepared Red Lead*

I am of opinion this Vessel should be classed *Genl Robt Fowles*

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

Jul 7th Special£ : : : *GRH*

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

Committee's Minute *16th July 1858*

Character assigned *GA*

*I concur in
the above
recommendation*

15th July 1858 R. F.

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