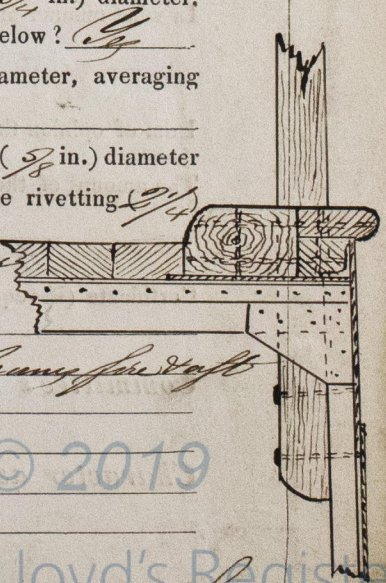


# IRON SHIPS.

Order for S.S. 1/11/1859  
 No. 1524 Survey held at Clayton Date 12th January 1859  
 on the Brig Mosquito Master James C. Lister  
 Tonnage Gross 167 1/100 Engine Room See Note annexed Register 179 Built at Sheffield  
 When Built 1839 By whom built James Henderson & Co Owners Mason, Ramsden & Co  
 Port belonging to London Destined Voyage Saint Jago de Cuba  
 If Surveyed Afloat or in Dry Dock Build Under Special Survey

Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth from top of Upper Deck	Feet.	Inches.	Beam to top of Floor	Feet.	Inches.	Power of Engines	Horse No.
1139			202			12			25				
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	Inches in Ship.	Inches required per Rule.	18		18								
Floors, Size of Angle Iron, and No. at bottom of Floor Plate	Inches in Ship.	Inches in Ship.	16ths required per Rule.	Inches in Ship.	Inches in Ship.	16ths required per Rule.							
2 1/2	2 1/2	7/16	2 1/2	2 1/2	3/8								
depth and thickness of Floor Plate at mid line	14	3/8		13 1/2	3/4								
depth and thickness of Floor Plate at Bilge Keelson	3	3/8		3	3/4								
Size of Reversed Angle Iron, and No. at top of Floor Plate	2 1/2	2 1/2	7/16	2 1/2	2 1/2	3/8							
Frames, Size of Angle Iron, single or double	2 1/2	2 1/2	7/16	2 1/2	2 1/2	3/8							
Reversed Iron, if to every frame or every other frame	2 1/2	2 1/2	7/16	2 1/2	2 1/2	3/8							
Beams, Deck (No. 33) double Angle Iron or Bulb Iron with double Angle Iron on top	2 1/2	2 1/2	7/16										
depth & thickness of plate amidships	5 1/2		5		5 1/4								
double or single Angle Iron, on lower edge													
average space between	3 feet		3 feet										
if wood (No. ) sided & moulded													
Hold, or Lower Deck (No. ) double Angle Iron or Bulb Iron with double Angle Iron on top													
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	4	3 3/8	2 1/2	2 1/2	3/8								
Side or Bilge	6	3 1/8	Bulb										
Number	3	3 1/8	2 1/2	2 1/2	3/8								
Stem, $\frac{1}{2}$ bar iron, moulding and thickness	5 1/2	1 1/4	5 1/2	1 1/4									
if plate iron, breadth and thickness													
Stern-post, $\frac{1}{2}$ bar iron, moulding and thickness	6	1 1/2	5 1/2	1 1/2									
if plate iron, breadth and thickness													
Keel, $\frac{1}{2}$ bar iron, depth and thickness	5 1/2	1 1/2	5 1/2	1 1/2									
if plate iron, breadth and thickness													
Garboard Plates, thickness													
From Garboard to upper part of Bilge													
From upper part of Bilge to Sheerstrakes													
Sheerstrakes													
Breadth & thickness of Butt Straps to outside plating	7 1/2	1 1/2	8 1/2										
Planksheers	Red Pine	8	3 1/2										
Gunwale Plate or Stringer on ends of Up. Dk Beams													
Angle Iron on ditto													
Waterway	Red Pine	12	6										
Deck	Red Pine	6	2 1/2										
Ceiling in Hold	American Elm	3 1/2	2 1/2										
Ceiling betwixt Decks													
Beam Clamps													
Shelf													
Stringer Plates on ends of Hold or Lower Dk Beams													
Ceiling between Decks	Red Pine	6	2 1/2										
Stringer or Tie Plates outside Hatchways													
Deck Beam Clamps													
Shelf													
Stringers in Hold	Double Angle Iron	3	3 1/2										
Deck, Lower	Back to Back	3 1/2	2 1/2										
Deck, Upper, how fastened to Beams													

Transoms, material Plate or, if none, in what manner compensated for.  
 Knight-heads " " Bulkheads, No. Two Thickness of 1/4 Plate  
 Hawse Timbers " English Oak are they free from defects? " how secured to the sides of the ship Between Double Angle Iron  
 size of vertical angle iron and their distance apart 2 1/2 x 2 1/2 feet about 3 1/2 feet  
 The Frames or Ribs 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 Keel to 3 feet above turn of Bilge  
 " " " on the frames " " " from Keel and alternately to Gunwale  
 Keelson, how are the various lengths of plates or angle irons connected? Double Angle Iron double rivetted to top  
 Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets (7/8 ins.) diameter averaging (3 in.) from centre to centre of rivet.  
 Edges from Garboards to upper part 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 Keel to turn of bilge, worked carvel with a lining piece (1/2 in.) 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? Yes  
 Edges from bilge to planksheer, worked carvel with a lining piece (1/2 in.) 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? Yes  
 Butts from bilge to planksheers, worked carvel with a lining piece (1/2 in.) thick, double or single rivetted; rivets (3/4 in.) diameter averaging (2 1/4 ins.) from centre to centre of rivets. Breadth of laps in double rivetting (3 1/2) Breadth of laps in single rivetting (2 1/4)  
 Planksheer, how secured to the plating of the sides { Explain by sketch, } Back to Gunwale Stringer  
 Waterway " " planksheer and to the Beams { if necessary. } Side Plating  
 Side trussing breadth and thickness of plates how secured?  
 Deck trussing " " " " ? Rivetted to Angle Iron on Beam for 8 feet  
 Deck Beams, how secured to the side? Single Plate Nuts Rivetted to Frames  
 Hold or Lower Deck " "  
 Paddle " "  
 No. of breasthooks 2 crutches 2 how are pointers compensated?  
 What description of iron is used for the angle iron and plate iron in the vessel? Good





1807 Iron.

**Workmanship.** Are the lands or laps of the clenchwork in all cases in breadth at least five times the diameter of the rivets in double rivetted edges and butts, and at least three times the diameter of the rivets where single rivetting is admitted? 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 solid with single pieces, or are they in short lengths of various thicknesses? Solid pieces in one length

Do the holes for rivetting plate to frames, lining pieces, or plate to plate, &c., conform 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

Her Masts, Yards, &c., are in Good condition, and sufficient in size and length.

She has **SAFES.**

**CABLES, &c.**

**ANCHORS, and their weights.**

N <sup>o</sup> .			Fathoms.	Inches.		N <sup>o</sup> .	Weight.
<u>One</u>	Fore Sails,	Chain <u>Prof. Chain</u>	<u>180</u>	<u>1 1/8</u>	Bower, <u>Patent</u>	<u>2</u>	<u>9.3.20</u>
<u>Complete</u>	Fore Top Sails,	Hempen Stream Cable	<u>80</u>	<u>6</u>			<u>9.0.21</u>
<u>Suit</u>	Fore Topmast Stay Sails,	Hawser	<u>80</u>	<u>5</u>	Stream, <u>Common</u>	<u>1</u>	<u>4.2.14</u>
	Main Sails,	Towlines	<u>80</u>	<u>4</u>			
	Main Top Sails,	Warp			Kedge, <u>do.</u>	<u>1</u>	<u>2.3.4</u>
	and other requisite Sails	All of <u>Good</u> quality.					

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

She has One 17 feet Long Boat and One 11 ft 6 in Pig

The present state of the Windlass is Good Capstan Good and Rudder Good Pumps 2 Metal 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	} <u>Built Under Special Survey</u>
	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	

As Compensation for Solid Beams in this (Refr.), Double Angle Iron  
Stingers have been wrought, extending forward and Aft through  
Bulkheads, in accordance with your direction, as per Letter of 14<sup>th</sup> (1859)  
making One Vies of Stingers on each side above Bilge.  
Keelson and other Stingers are Carried through Bulkheads, Pillars  
to every Third Beam with 2 in. Bar Iron  
Testing Certificate of Chain Cable produced  
Standing Rigging Wire Rope  
Workmanship throughout very good

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

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

The amount of the Fee .....£ 2 : .. : is received by me,

Special .....£ 9 : 19 : ..

Certificate (if required) .....£ .. : .. : ..

Committee's Minute 10 January 1859

Character assigned 1 for 9 Years  
Built of Iron

Thos. Luke  
I am of opinion  
that this Vessel is  
eligible for the  
Club Accommodated  
above  
12 Jan 1859  
Lloyd's Register  
Foundation