

IRON SHIPS.

No. 658 Survey held at Sunderland Date 31st May 1859
 on the S.S. named Myrna Master not appointed
 Tonnage Gross 322 Engine Room 103 Register 219 Built at Sunderland
 When Built 1859 By whom built James Laing Owners Richardson
 Port belonging to Hartlepool Destined Voyage Coasting
 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.
152	2		24	2		12	-			
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 1/4	2 1/4	6	3 1/4	2 1/4	6				
" depth & thickness of Plate at mid line	13		7/16	12		7/16				
" " " at turn of bilge	4		7/16							
" Size of Reversed Angle Iron, and No. 1 at top of Floor Plate	2 1/2	2 1/2	5/16	2 1/2	2 1/2	5/16				
Ribs, Size of Angle Iron, single or double	3 1/2	2 1/2	6/16	3 1/4	2 1/4	6/16				
" " Reversed Iron, if to every frame or every other frame	2 1/2	2 1/2	6/16	2 1/2	2 1/2	5/16				
Beams, Deck (N ^o . 3) double or single Angle Iron on top	2 1/2	2 1/2	6/16	2 1/2	2	5/16				
" " depth & thickness of plate amidships	6 1/2		7/16	6		7/16				
" " double or single Angle Iron, on lower edge	Bulb									
" " average space between	3 feet									
" " if wood (N ^o .) sided & moulded										
" Hold, (N ^o . 6) double or single Angle Iron on top	3	3	6/16	2 1/2	2	5/16				
" " depth & thickness of plate amidships	6 1/2		7/16	6		7/16				
" " double or single Angle Iron, on lower edge	Bulb									
" " average space between	12 feet									
" " if wood (N ^o .) 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	10		7/16							
" Side or Bilge 2. double iron, 4 x 3 7/16	4	3	7/16							
" Number 2. one on each side										
Transoms, material 1 of iron, if none, in what manner compensated for.										
Knight-heads " English oak } are they free from defects? Yes										
Hawse Timbers " Iron										
The Ribs extend in one length from Keel to Gunwale rivetted through plates with (3/4 in.) rivets, about (5 in.) apart.										
The reverse angle irons on the floors extend in one length across the middle line from Bilge to Bilge										
" " " on the ribs " " " from middle line to Gunwale										
Keelson, if wood, length of scarp if iron, how are the various lengths connected? Angle iron on each side the Keelson plate 21 x 7/16 rivetted through										
Plates, Garboard, double or single rivetted to keel, with rivets (7/8 ins.) 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 () thick, or clencher, double or single rivetted; rivets (3/4 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 (8/16) thick, double or single rivetted; rivets (3/4 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 or single rivetted; rivets (3/4 in.) diameter, averaging (2 1/2 ins.) from centre to centre of rivets.										
" butts from bilge to wales, worked carvel with a lining piece (8/16) thick, double or single rivetted; rivets (3/4 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? No										
" edges of wales and to planksheers, worked carvel with a lining piece () thick, or clencher, double or single rivetted; rivets (3/4 in.) diameter averaging (2 1/2 ins.) from centre to centre of rivets.										
Planksheer, how secured to the plating of the sides										
Waterway " " planksheer and to the Beams										
Side trussing breadth and thickness of plates how secured										
Deck trussing one plate on each side the Hatchway and 8 diagonal plates										
Deck Beams, how secured to the side plate knee 10 x 7/16 from side to side										
Hold " " rivetted to ribs										
Paddle " " same as above										
No. of breasthooks 4 crutches 1 pair how are pointers compensated?										
What description of iron is used for the angle iron and bar iron in the vessel? Said to be Ormston best iron										

1915 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? *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? *yes*
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? *a few in the Butts*
Was the plating caulked internally in the wake of the frames or ribs? *no*

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.
/	Fore Sails,	Chain	180 1	Bower,	1 9.0.20
/	Fore Top Sails,	Hempen Stream Cable			1 9.0.11
/	Fore Topmast Stay Sails,	Hawser	80 3/4	Stream,	1 7.1.0
/	Main Sails,	Towlines	80 7		
	Main Top Sails,	2 Warp	80 5	Kedge,	1 1.2.5
	and <i>others as usual</i>	All of <i>good</i> quality.	80 4		

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

She has *one* Long Boat and *two others*

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	<i>28 January 1859</i>
	2nd.	On the plating during the progress of rivetting	<i>16 February</i>
	3rd.	When the beams were in and fastened, and before the decks were laid	<i>11 April</i>
	4th.	When the ship was complete, and before the plating was finally coated	<i>1 May</i>
	5th.	After the ship was launched	<i>31 May</i>

In what manner are the surfaces preserved from oxidation? *by three coats of red lead paint outside and inside*

I am of opinion this Vessel should be classed *A1*

The amount of the Fee£ 3 : : is received by me,

Special£ " : : "

Certificate (if required)£ " : : "

Committee's Minute *7th June 1859*

Character assigned *A1 for 9 Years*

Pro. B. Simey

Thos. W. Mason

Mr. B. Simey

Pro. B. Simey