

1915 IRON SHIPS.

Rec 3/6/19

No. 658 Survey held at Sunderland Date 31st May 1899
 on the S.S. named Myra 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 Southport 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.	
.....	52	2	24	2	12	-		
Distance between Floors amidships	1	6		1	6	Stem, if bar iron, moulding and thickness	6/4	2 1/2	6/4	2 1/4	
" " " forward and aft	1	6		1	6	" if plate iron, breadth and thickness	"	"	"	"	
" " Ribs amidships	1	6		1	6	Stern-post, if bar iron, moulding and thickness	8	4	6/4	2 1/4	
" " " forward and aft	1	6		1	6	" " if plate iron, breadth and thickness	"	"	"	"	
Floors, Size of Angle Iron, and No. 1 at bottom of Floor Plate	3/4	2 1/4	6/6	3/4	2 1/4	6/6	Keel, if bar iron, depth and thickness	6/4	2 1/2	6/4	2 1/4
" depth & thickness of Plate at mid line	13	"	7/6	12	"	7/6	" if plate iron, breadth and thickness	"	"	"	"
" " " at turn of bilge	4	"	7/6	"	"	"	Garboard Plates, thickness..	Description of Iron.			
" Size of Reversed Angle Iron, and No. 1 at top of Floor Plate	2 1/2	2 1/2	5/6	2 1/2	2 1/2	5/6	" to bilge	8/16	"	8/16	"
Ribs, Size of Angle Iron, single or double	3/2	2 1/2	6/6	3/4	2 1/4	6/6	Bilge	8/16	"	8/16	"
" " Reversed Iron, if to every frame or every other frame	2 1/2	2 1/2	6/6	2 1/2	2 1/2	5/6	" to Wales	8/16	"	7/6	"
Beams, Deck (N ^o . 37) double or single Angle Iron on top	2 1/2	2 1/2	6/6	2 1/2	2	5/6	Wales	8/16	"	7/6	"
" " depth & thickness of plate amidships	6 1/2	"	7/6	6	"	7/6	Topsides	7/6	"	7/6	"
" " double or single Angle Iron, on lower edge	Bulb						Sheerstrakes	8/16	"	8/16	"
" " average space between	3 feet						Planksheers	Material. Iron			
" " if wood (N ^o .) sided & moulded	3 feet						Gunwale Plate or Stringer..	Iron			
" Hold, (N ^o . 6) double or single Angle Iron on top	3	3	6/6	2 1/2	2	5/6	Waterway	Red Pine	7	12	6/2
" " depth & thickness of plate amidships	6 1/2	"	7/6	6	"	7/6	Deck	Yellow Pine	3	"	3
" " double or single Angle Iron, on lower edge	Bulb						Ceiling in flat	Balke Pine	2 1/4	"	"
" " average space between	12 feet						Bilge Planks inside				
" " if wood (N ^o .) sided & moulded	12 feet						Ceiling from Bilge to Clamps				
" Paddle, wood, sided and moulded or if Iron, size of Plate							Hold Beam Clamps				
" Engine							" " Shelf				
Keelson, wood, sided & moulded, iron, size of plate, if Box, give sketch & dimensions	10	"	7/6	"	"	7/6	" " Stringers				
" Side or Bilge	4	3	7/6	"	"	7/6	Ceiling between Decks				
" Number	2 on each side						Stringers on upper	Beam ends 20 x 7/6 18 7/6			

Transoms, material 1 of iron, if none, in what manner compensated for. by Braced plates to Keelsons, and to
 Knight-heads English oak Bulkheads, N^o. 5 Thickness of 6/16
 Hawse Timbers Iron are they free from defects? Yes
 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
 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 (in.) 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 } Explain by sketch, } angle iron on top of stringer
 Waterway " " planksheer and to the Beams } if necessary. } plate
 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 7/6 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 Ormusk best iron Builder's Signature James Laing



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,	Warp ^s	80	5	Kedge,	1 1.2.0
	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>28th January 1859</i>
2nd.	On the plating during the progress of rivetting	<i>16th February "</i>
3rd.	When the beams were in and fastened, and before the decks were laid	<i>11th April "</i>
4th.	When the ship was complete, and before the plating was finally coated	<i>3rd May "</i>
5th.	After the ship was launched	<i>21st 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*

Vertical stamp: Certificate of Survey
Vertical stamp: 6/6/59
Signature: Robt. B. Simey
Signature: Tho^s W. Jameson
Signature: Mr. [unclear]
Signature: [unclear]

