

IRON SHIPS.

No. 7148 Survey held at Sunderland Date 9th May 1861
 on the Ship "Ironside" Master C. Vaux
 Tonnage Gross Engine Room Register 898 Built at Sunderland
 When Built 1861 By whom built J. R. Oswald Owners Venables & Co
 Port belonging to London Destined Voyage India
 Surveyed Afloat or in Dry Dock While Building and afloat

Length aloft		Extreme Breadth		Depth from top of Upper Deck		Power of Engines		Horse No.
Feet.	Inches.	Feet.	Inches.	Feet.	Inches.	Feet.	Inches.	
185		32	9	20	5			
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. 1 at bottom of Floor Plate				Inches in Ship.		Inches required per Rule.		
				4 1/2		3 9/16		
" depth and thickness of Floor Plate at mid line				Inches in Ship.		Inches required per Rule.		
				25		10 1/6		
" depth and thickness of Floor Plate at Bilge Keelson				Inches in Ship.		Inches required per Rule.		
				5 1/2		10 1/6		
" Size of Reversed Angle Iron, and No. 2 at top of Floor Plate				Inches in Ship.		Inches required per Rule.		
				3		3 7/16		
Frames, Size of Angle Iron, single or double				Inches in Ship.		Inches required per Rule.		
				4 1/2		3 9/16		
" Reversed Iron, 1 to every frame				Inches in Ship.		Inches required per Rule.		
				3		3 7/16		
Beams, Deck (No. 30) double Angle Iron or Bulb Iron with double Angle Iron on top				Inches in Ship.		Inches required per Rule.		
				3		3 6/16		
" depth & thickness of plate amidships				Inches in Ship.		Inches required per Rule.		
				8		8 8/16		
" double or single Angle Iron, on lower edge				Inches in Ship.		Inches required per Rule.		
				3		3 8/16		
" average space between				Inches in Ship.		Inches required per Rule.		
				3 feet				
" if wood (No. 47) sided & moulded				Inches in Ship.		Inches required per Rule.		
				3		3 6/16		
Hold, or Lower Deck (No. 47) double Angle Iron or Bulb Iron with double Angle Iron on top				Inches in Ship.		Inches required per Rule.		
				3		3 6/16		
" depth & thickness of plate amidships				Inches in Ship.		Inches required per Rule.		
				8		8 8/16		
" double or single Angle Iron, on lower edge				Inches in Ship.		Inches required per Rule.		
				3 feet				
" average space between				Inches in Ship.		Inches required per Rule.		
				3 feet				
" if wood (No. 47) sided & moulded				Inches in Ship.		Inches required per Rule.		
				3		3 6/16		
Paddle, wood, sided and moulded or if Iron, size of Plate				Inches in Ship.		Inches required per Rule.		
				3		3 6/16		
Engine, Intersecting				Inches in Ship.		Inches required per Rule.		
				14		14 10/16		
Keelson, wood, sided & moulded, iron, size of plate, if Iron, give sketch & dimensions				Inches in Ship.		Inches required per Rule.		
				14		14 10/16		
" Side or Bilge				Inches in Ship.		Inches required per Rule.		
				6		6 3/16		
" Number				Inches in Ship.		Inches required per Rule.		
				2		2 8/16		
Transoms, material or, if none, in what manner compensated for.				Inches in Ship.		Inches required per Rule.		
				14		14 10/16		
Knight-heads, all				Inches in Ship.		Inches required per Rule.		
				14		14 10/16		
Hawse Timbers, of iron				Inches in Ship.		Inches required per Rule.		
				14		14 10/16		
The Frames or Ribs extend in one length from				Inches in Ship.		Inches required per Rule.		
				14		14 10/16		
The reverse angle irons on the floors extend in one length across the middle line from				Inches in Ship.		Inches required per Rule.		
				14		14 10/16		
" on the frames				Inches in Ship.		Inches required per Rule.		
				14		14 10/16		
Keelson, how are the various lengths of plates or angle irons connected?				Inches in Ship.		Inches required per Rule.		
				14		14 10/16		
Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets (7/8 ins.) diameter averaging (3/4 in.) from centre to centre of rivet.				Inches in Ship.		Inches required per Rule.		
				14		14 10/16		
" Edges from Garboards to upper part of bilge, worked carvel with a lining piece (1/8 in.) thick, or clencher, double or single rivetted; rivets (7/8 in.) diameter, averaging (3/4 in.) from centre to centre of rivets.				Inches in Ship.		Inches required per Rule.		
				14		14 10/16		
" Butts from Keel to turn of bilge, worked carvel with a lining piece (1/8 in.) thick, double or single rivetted; rivets (7/8 in.) diameter, averaging (3/4 in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? No				Inches in Ship.		Inches required per Rule.		
				14		14 10/16		
" Edges from bilge to planksheer, worked carvel with a lining piece (1/8 in.) thick, double or single rivetted; rivets (7/8 in.) diameter, averaging (3/4 in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? No				Inches in Ship.		Inches required per Rule.		
				14		14 10/16		
" Butts from bilge to planksheers, worked carvel with a lining piece (1/8 in.) thick, or clencher, double or single rivetted; rivets (7/8 in.) diameter averaging (3/4 in.) from centre to centre of rivets. Breadth of laps in double rivetting (4 1/2 in.) Breadth of laps in single rivetting ()				Inches in Ship.		Inches required per Rule.		
				14		14 10/16		
Planksheer, how secured to the plating of the sides				Inches in Ship.		Inches required per Rule.		
				14		14 10/16		
Waterway " planksheer and to the Beams				Inches in Ship.		Inches required per Rule.		
				14		14 10/16		
Side trussing " breadth and thickness of plates, how secured?				Inches in Ship.		Inches required per Rule.		
				14		14 10/16		
Deck trussing " Pairs of diagonal plates rivetted to angle iron on beams and				Inches in Ship.		Inches required per Rule.		
				14		14 10/16		
Deck Beams, how secured to the side? By three or bracket plates rivetted to frames				Inches in Ship.		Inches required per Rule.		
				14		14 10/16		
Hold or Lower Deck " same as upper deck				Inches in Ship.		Inches required per Rule.		
				14		14 10/16		
Paddle " "				Inches in Ship.		Inches required per Rule.		
				14		14 10/16		
No. of breasthooks " crutches " how are pointers compensated? "				Inches in Ship.		Inches required per Rule.		
				14		14 10/16		
What description of iron is used for the angle iron and plate iron in the vessel?				Inches in Ship.		Inches required per Rule.		
				14		14 10/16		

2419 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? Yes

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? a very few in Butts

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.
2	Fore Sails,	Chain	300	1 3/4	Bower,	Portus	390.0
2	Fore Top Sails,	Hempen Stream Cable				Portus	38.2.4
2	Fore Topmast Stay Sails,	Hawser	90	7/8	Stream,	Portus	19.2.7
2	Main Sails,	Towlines	90	10		Portus	12.4.0
2	Main Top Sails,	Warp	90	9	Kedge,	Portus	4.0.7
	and others as usual	All of <u>good</u> quality.	90	8 1/2			
	8 1/2 out jib		90	5			

Her Standing and Running Rigging is fine sufficient in size and good in quality.

She has one Long Boat and Stiff Solly and Pinnace

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

2nd. On the plating during the progress of rivetting

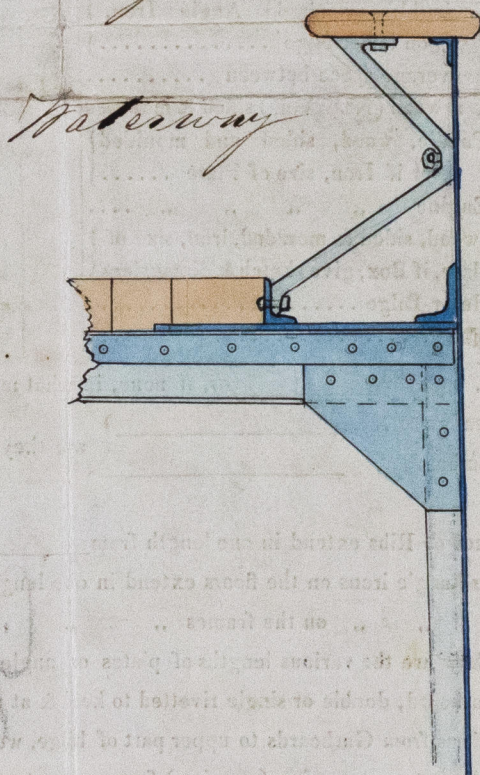
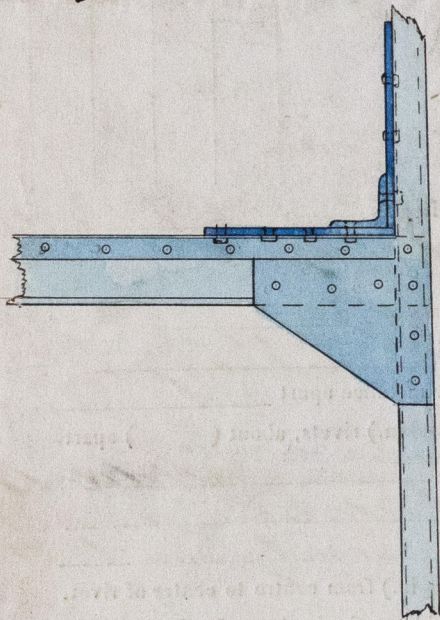
3rd. When the beams were in and fastened, and before the decks were laid

4th. When the ship was complete, and before the plating was finally coated

5th. After the ship was launched

Built under special survey visited from January to April

This vessel's Hold Beams are fashioned in pieces of the hulls with a clamp plate 10 x 9/16 rivetted to reverse angle iron on frames, and connected to stringer plate on end of Beams, with an angle iron 6 x 3 x 9/16 as per sketch



In what manner are the surfaces preserved from oxidation? Three coats of Red Lead paint and one coat on top of deck of McPherson's patent to light mark inside cemented to top of Bilges

I am of opinion this Vessel should be classed 2nd 1.

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

Order No. 994 Special£ 44 : 18 : :

Certificate (if required)£ : : :

Committee's Minute 14th May 1861

Character assigned 1 for 12 Years

Thos. B. Simey

Thos. Stammers

May 14/61

the 12th 1 grade as recommended

Lloyd's Register Foundation