

# IRON SHIPS.

2519

435

Rec 14/5/81  
1861

No. 7148 Survey held at Sunderland Date 9<sup>th</sup> May  
 on the Ship "Ironside" Master C. Perry  
 Tonnage Gross Engine Room Register 898 Built at Sunderland  
 When Built 1861 By whom built J. B. Oswald Owners Venpuley & Co  
 Launched April 18<sup>th</sup> Port belonging to London Destined Voyage India  
 Surveyed Afloat or in Dry Dock While Building and afloat

Length aloft	Feet. Inches.		Extreme Breadth	Feet. Inches.		Depth from top of Upper Deck		Feet. Inches.		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	18		18								
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 and thickness of Floor Plate at mid line	25		10 1/6		20 1/2		10 1/6				
depth and thickness of Floor Plate at Bilge Keelson	5 1/2		10 1/6								
Size of Reversed Angle Iron, and No. 2 at top of Floor Plate	3	3	7 1/6	3	3	7 1/6					
Frames, 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	No Hold Beams		No								
Beams, Deck (No. 30) double Angle Iron or Bulb Iron with double Angle Iron on top	3	3	6 1/6	3	3	6 1/6					
depth & thickness of plate amidships	8		8 1/6		8		8 1/6				
double or single Angle Iron, on lower edge	3 feet										
average space between	3 feet										
if wood (No. ) sided & moulded	3		3		6 1/6		3		6 1/6		
Hold, or Lower Deck (No. 47) double Angle Iron or Bulb Iron with double Angle Iron on top	3	3	6 1/6	3	3	6 1/6					
depth & thickness of plate amidships	8		8 1/6		8		8 1/6				
double or single Angle Iron, on lower edge	3 feet										
average space between	3 feet										
if wood (No. ) sided & moulded	3		3		6 1/6		3		6 1/6		
Paddle, wood, sided and moulded or if Iron, size of Plate											
Engine, Interstitial											
Keelson, wood, sided & moulded, iron, size of plate, if Iron, give sketch & dimensions	14		10 1/6		14		10 1/6				
Side or Bilge	6 x 3 x 8 1/6		5		4		8 1/6				
Number	2 on each side										
Transoms, material or, if none, in what manner compensated for.											
Knight-heads	all		are they free from defects?								
Hawse Timbers	of iron										
The Frames or Ribs extend in one length from	Keel		to Gunwale								
The reverse angle irons on the floors extend in one length across the middle line from			to upper part of Hold Beams								
on the frames			from Middle line		to Gunwale on outside frames						
Keelson, how are the various lengths of plates or angle irons connected?	by strips and angle iron top and bottom										
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.											
Edges from Garboards to upper part of bilge, worked carvel with a lining piece ( in.) thick, or clencher, double or single rivetted; rivets (7/8 in.) diameter, averaging (3/4 ins.) from centre to centre of rivets.											
Butts from Keel to turn of bilge, worked carvel with a lining piece (1/6) thick, double or single rivetted; rivets (7/8 in.) diameter, averaging (3/4 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 planksheer, worked carvel with a lining piece (1/6) 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											
Butts from bilge to planksheers, worked carvel with a lining piece (1/6) thick, or clencher, double or single rivetted; rivets (7/8 in.) diameter averaging (3/4 ins.) from centre to centre of rivets. Breadth of laps in double rivetting (4 1/2 Breadth of laps in single rivetting ( )											
Planksheer, how secured to the plating of the sides	Explain by sketch,		if necessary.		See sketch other side						
Waterway	planksheer and to the Beams										
Side trussing	breadth and thickness of plates		how secured?		connected to Sun and Stringer						
Deck trussing	Pairs of diagonal plates rivetted to angle iron on beams and										
Deck Beams, how secured to the side?	by three or bracket plates rivetted to frames										
Hold or Lower Deck	same as upper deck										
Paddle											
No. of breasthooks	4		crutches		4		how are pointers compensated?				
What description of iron is used for the angle iron and plate iron in the vessel?	Sunderland, Shibley Bridge & Hawks Crawshaw										
	Saw make										

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 Builder's Signature M. Oswald  
 Registered  
 Foundation

IRON435-0031

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 few from 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.	
No.			Fathoms. Inches.		No. Weight.
2	Fore Sails,	Chain	300 1 3/4	Bower,	Portus #1 390.0 Portus #2 38.2.4 Portus #3 19.2.7 Cape #1 12.4.1
2	Fore Top Sails,	Hempen Stream Cable		Stream,	
2	Fore Topmast Stay Sails,	Hawser	90 7/8		
2	Main Sails,	Towlines	90 10	Kedge,	4.0.7
2	Main Top Sails,	Warp	90 9		
and others as usual & 9 out jibs		All of <u>good</u> quality.	90 8 1/2 90 5		

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

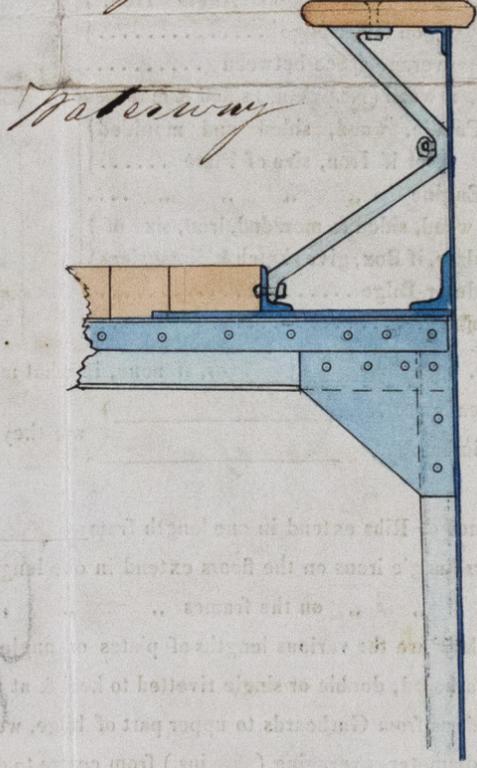
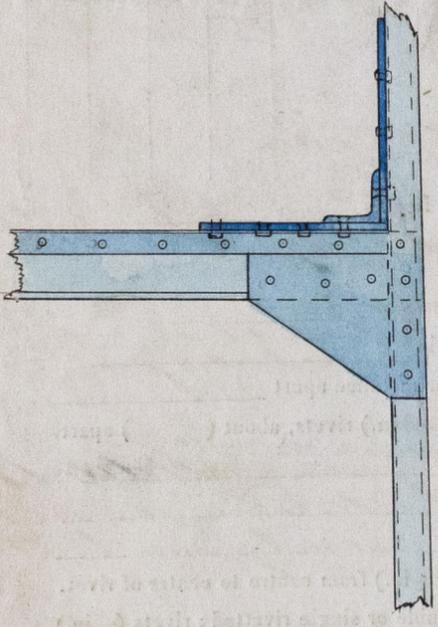
She has one Long Boat and Stiff Solly and Pinnace

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 Built under special
  - 4th. When the ship was complete, and before the plating was finally coated Survey visited from
  - 5th. After the ship was launched January to April

*This vessel's Hold Beams are fashioned in pieces of the keels with a Clamp plate 16 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 ditto of Melbourn's patent to tight marks inside cemented to top of Bilges

I am of opinion this Vessel should be classed 221.

The amount of the Fee .....£ 5 : : : is received by me,  
Order No. 994 Special .....£ 44 : 18 : :  
 Certificate (if required) .....£ : : :

Thos. B. Simey  
Thos. Morrison

Committee's Minute 14<sup>th</sup> May 1861

Character assigned 12 1/2 Years  
Paulyson

May 14/61  
 The apparatus is eligible for  
 the 12 1/2 grade and  
 recommended

