

IRON SHIPS.

No. 259 Survey held at Liverpool Date Sept 23rd 1861
on the Barque "Cape City" Master R. T. Ellis
Tonnage Gross Engines None Register 422 Built at Liverpool
When Built 1861 By whom built Mr. Wm. Pile Jun Owners H. Ellis
Port belonging to London Destined Voyage Cape of Good Hope
Surveyed Afloat or in Dry Dock in Building

Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth from top of Upper Deck Beam to top of Floor	Feet.	Inches.	Power of Engines	Horse No.
140			26			16				
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	Inches in Ship.	Inches required per Rule.	Inches in Ship.	Inches required per Rule.	Inches in Ship.	Inches required per Rule.	Inches in Ship.	Inches required per Rule.	Inches in Ship.	Inches required per Rule.
Floors, Size of Angle Iron, and No. / at bottom of Floor Plate	3 1/4	3 1/4	7	3 1/4	7	3 1/4	7	3 1/4	7	3 1/4
depth and thickness of Floor Plate at mid line	16	16	0	16	0	16	0	16	0	16
depth and thickness of Floor Plate at Bilge Keelson	3 1/4	3 1/4	0	3 1/4	0	3 1/4	0	3 1/4	0	3 1/4
Size of Reversed Angle Iron, and No. / at top of Floor Plate	2 1/2	2 1/2	6	2 1/2	6	2 1/2	6	2 1/2	6	2 1/2
Frames, Size of Angle Iron, single or double	3 1/4	3 1/4	7	3 1/4	7	3 1/4	7	3 1/4	7	3 1/4
Reversed Iron, & to every frame	2 1/2	2 1/2	6	2 1/2	6	2 1/2	6	2 1/2	6	2 1/2
Beams, Deck (No. 47) double Angle Iron or Bulb Iron with double Angle Iron on top	2 1/2	2 1/2	5	2 1/2	5	2 1/2	5	2 1/2	5	2 1/2
depth & thickness of plate amidships	6 1/2	6 1/2	6	6 1/2	6	6 1/2	6	6 1/2	6	6 1/2
double or single Angle Iron, on lower edge	3 feet	3 feet	3 feet	3 feet	3 feet	3 feet	3 feet	3 feet	3 feet	3 feet
average space between	3 feet	3 feet	3 feet	3 feet	3 feet	3 feet	3 feet	3 feet	3 feet	3 feet
if wood (No. 33) sided & moulded	2 1/2	2 1/2	5	2 1/2	5	2 1/2	5	2 1/2	5	2 1/2
Hold, or Lower Deck (No. 33) double Angle Iron or Bulb Iron with double Angle Iron on top	2 1/2	2 1/2	5	2 1/2	5	2 1/2	5	2 1/2	5	2 1/2
depth & thickness of plate amidships	6 1/2	6 1/2	6	6 1/2	6	6 1/2	6	6 1/2	6	6 1/2
double or single Angle Iron, on lower edge	3 and 6 feet	3 and 6 feet	3 and 6 feet	3 and 6 feet	3 and 6 feet	3 and 6 feet	3 and 6 feet	3 and 6 feet	3 and 6 feet	3 and 6 feet
average space between	3 and 6 feet	3 and 6 feet	3 and 6 feet	3 and 6 feet	3 and 6 feet	3 and 6 feet	3 and 6 feet	3 and 6 feet	3 and 6 feet	3 and 6 feet
if wood (No. 33) sided & moulded	2 1/2	2 1/2	5	2 1/2	5	2 1/2	5	2 1/2	5	2 1/2
Riddle, wood, sided and moulded or if iron, size of Plate	11	11	10	11	10	11	10	11	10	11
Keelson, wood, sided & moulded, iron, size of plate, if iron, give sketch & dimensions	4	4	3	4	3	4	3	4	3	4
Side or Bilge	4	4	3	4	3	4	3	4	3	4
Number ..	4	4	3	4	3	4	3	4	3	4

Transoms, material iron or if none, in what manner compensated for.
Knight-heads English Oak Bulkheads, No. Two Thickness of 5/8
Hawse Timbers do are they free from defects? Yes how secured to the sides of the ship Riveted to a frame and knee plates
size of vertical angle iron and their distance apart 3 x 3 x 1/2 - 30" apart

The Frames or Ribs extend in one length from the Keel to the Gunwale rivetted through plates with (3/4 in.) rivets, about (6) apart.

The reverse angle irons on the floors extend in one length across the middle line from the middle line to the upper part of Bilge

Keelson, how are the various lengths of plates or angle irons connected? With double angle irons at Top and Bottom 4 x 3 x 5/8

Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets (3/4 in.) diameter averaging (4 x 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 (3 ins.) from centre to centre of rivets.

Butts from Keel to turn of bilge, worked carvel with a lining piece (10/16 thick, double or single rivetted; rivets (3/4 in.) diameter, averaging (3 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 (1/2 thick, double or single rivetted; rivets (3/4 in.) diameter, averaging (3 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 (2/8 thick, or clencher, double or single rivetted; rivets (3/4 in.) diameter averaging (3 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)

Planksheers, how secured to the plating of the sides { Explain by sketch, } Before through the sheer strakes, and vertically through the stringer plates

Waterway do planksheer and to the Beams { if necessary. }

Side trussing do breadth and thickness of plates do how secured?

Deck trussing do 10 x 2 Three times, rivetted to stringer plates & angle irons from side to side

Deck Beams, how secured to the side? With bracket ends, 3/4 thickness and length as per Table 2

Hold or Lower Deck do The same as Deck Beams

Riddle do

No. of breasthooks Three crutches and how are pointers compensated? Three

What description of iron is used for the angle iron and plate iron in the vessel? The angle iron Builder's Signature Wm Pile Jun
Manufactured by Lith. & Co. of Newcastle, and the plate iron by Richardson & Co.

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 with single pieces

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? They are

Are there any rivets which either break into or have been put through the seams or butts of the plating? Very few

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,	<i>Testa at the Probai Test</i>	120	1 1/2	Bower,	3	24.0.7
2	Fore Top Sails,	Chain	100	1 1/2			22.0.11
2	Fore Topmast Stay Sails,	Hempen Stream Cable	80	1 1/2	Stream,	1	20.0.7
1	Main Sails,	Hawser	60	3/4			18.0.16
1	Main Top Sails,	Towlines	80	6	Kedge,	1	2.2.14
✓	and <i>others as usual</i>	Warp	80	5			
		All of <u>good</u> quality.					

Her Standing and Running Rigging is of Gal. Iron & Hemp sufficient in size and good in quality.

She has a Long Boat and three others

The present state of the Windlass is secure Capstan bricks 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

This vessel has been specially surveyed in Building, from June 19th to September 23rd 1861

In what manner are the surfaces preserved from oxidation? By Paint, and from the Bilge to the keel inside by Cement

I am of opinion this Vessel should be classed 12, A.1

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

Order No. 1079 Special£ 21 : 2 : "

Certificate (if required)£ " : " : "

Committee's Minute 1st October 1861

Character assigned A for 12 Years

Asmus Lawrence

I concur in the above recommendation

30 Sept 1861



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