

IRON SHIPS.

London

Date 16th July 41 to 13th Jan 1862

Master *Annette*

Master *Jones*

Gross *740 1/2* Engine Room *194 1/2* Register *546 1/2* Built at *Millwall*

When Built *1861* By whom built *J. Scott Russell & Co.* Owners *A. Rimmington*

Port belonging to *London* Destined Voyage *for Australia*

If Surveged Afloat or in Dry Dock *While building & in East India docks*

Length aloft		Extreme Breadth		Depth from top of Upper Deck		Power of Engines		Horse No.	
Feet.	Inches.	Feet.	Inches.	Feet.	Inches.	Feet.	Inches.	16ths.	16ths.
201	7	30		16	6	100			
Longitudinal		Inches in ship		Inches required per Rule		Inches in ship		Inches required per Rule	
Distance of Frames or Ribs from moulding edge to moulding edge		10		10		10		10	
Do of after vertical frames		10		10		10		10	
Floors, Size of Angle Iron, and No.		1 at		1 at		1 at		1 at	
bottom of Floor Plate		17 1/2		8 1/6		17 1/2		8 1/6	
depth and thickness of Floor Plate at		15		8 1/6		15		8 1/6	
Web next mid line		14		8 1/6		14		8 1/6	
depth and thickness of Floor Plate at		14		8 1/6		14		8 1/6	
Bilge Keelson		3		3 1/6		3		3 1/6	
Size of Reversed Angle Iron, and No.		1 at top of Floor Plate		1 at top of Floor Plate		1 at top of Floor Plate		1 at top of Floor Plate	
Frames, Size of Angle Iron, single or double		3 1/2		3 1/2		3 1/2		3 1/2	
Reversed Iron, to every frame		3		3		3		3	
Vertical frames, after without reversed		3 1/2		3 1/2		3 1/2		3 1/2	
Beams, Deck (No.)		3		3		3		3	
Plate		3		3		3		3	
also Iron on top		12		8 1/6		12		8 1/6	
depth & thickness of plate amidships		8		3 1/6		8		3 1/6	
4 Beams		at each vertical web		on partial bulkhead		at each vertical web		on partial bulkhead	
average space between		12		8 1/6		12		8 1/6	
if wood (No.) sided & moulded		12		8 1/6		12		8 1/6	
Longitudinal		12		8 1/6		12		8 1/6	
Beams		12		8 1/6		12		8 1/6	
depth & thickness of plate amidships		12		8 1/6		12		8 1/6	
double single Angle Iron		3		3 1/6		3		3 1/6	
also on lower edge		3		3 1/6		3		3 1/6	
average space between		3		3 1/6		3		3 1/6	
if wood (No.) sided & moulded		3		3 1/6		3		3 1/6	
Longitudinal		3		3 1/6		3		3 1/6	
Beams		3		3 1/6		3		3 1/6	
depth & thickness of plate amidships		3		3 1/6		3		3 1/6	
double single Angle Iron		3		3 1/6		3		3 1/6	
also on lower edge		3		3 1/6		3		3 1/6	
average space between		3		3 1/6		3		3 1/6	
if wood (No.) sided & moulded		3		3 1/6		3		3 1/6	
Longitudinal		3		3 1/6		3		3 1/6	
Beams		3		3 1/6		3		3 1/6	
depth & thickness of plate amidships		3		3 1/6		3		3 1/6	
double single Angle Iron		3		3 1/6		3		3 1/6	
also on lower edge		3		3 1/6		3		3 1/6	
average space between		3		3 1/6		3		3 1/6	
if wood (No.) sided & moulded		3		3 1/6		3		3 1/6	
Longitudinal		3		3 1/6		3		3 1/6	
Beams		3		3 1/6		3		3 1/6	
depth & thickness of plate amidships		3		3 1/6		3		3 1/6	
double single Angle Iron		3		3 1/6		3		3 1/6	
also on lower edge		3		3 1/6		3		3 1/6	
average space between		3		3 1/6		3		3 1/6	
if wood (No.) sided & moulded		3		3 1/6		3		3 1/6	
Longitudinal		3		3 1/6		3		3 1/6	
Beams		3		3 1/6		3		3 1/6	
depth & thickness of plate amidships		3		3 1/6		3		3 1/6	
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Beams		3		3 1/6		3		3 1/6	
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Longitudinal		3		3 1/6		3		3 1/6	
Beams		3		3 1/6		3		3 1/6	
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Workmanship. Are the lands or laps of the clenchwork in all cases in breadth at least five times the diameter of the rivets, and at least three times the diameter of the rivets where single rivetting is admitted? Do the edges of the carvel work and of the butts lay close together throughout their length without requiring caulking? Do the fillings between the ribs and plates fill in solid with single pieces, or are they in short lengths of various sizes? Do the holes for rivetting plate to frames, lining pieces, or plate to plate, &c., conform well to each other? They do 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. Quarto of iron.
She has SAILS. CABLES, &c. ANCHORS, and their weights.

No.		Fathoms.	Inches.	No.	Weight.
	Fore Sails,	Chain	240 13/8	Bower,	3 22
	Fore Top Sails,	Chain <u>Hemp</u> Stream Cable	90 7/8	Stream,	1 1/2
	Fore Topmast Stay Sails,	Hawser	90 7/8	Kedge,	2 3 3/4
	Main Sails,	Towlines	90 6 1/2		
	Main Top Sails,	Warp	90 5 1/2		
		All of <u>Good</u> quality.			

Her Standing and Running Rigging Wire & Hemp is sufficient in size and Good in quality.
She has one Long Boat and four others
The present state of the Windlass is Good Capstan Good and Rudder Good 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 July 16th
2nd. On the plating during the progress of rivetting Built under Special Survey
3rd. When the beams were in and fastened, and before the decks were laid in accordance with the
4th. When the ship was complete, and before the plating was finally coated builders proposed plans
5th. After the ship was launched 13th Jan'y 1862

This ship has a full poop and forecastle the plating of which is 1/4 in thick, the butts and edges thereof single rivetted supported at about six feet spaces with angle irons 3x3x7/8, and partial bulkheads or webs 2 1/4 to 3 1/4 wide and 1/2 thick about twelve feet apart. Stringer plate on beam ends 2 1/4 x 1/4. The beams are of lattice fir, 6x6. and two of angle iron, deck 2 1/2 yellow pine.

This ship is constructed in most respects at variance with the rules of this Society and she has been built as far as regards the outside plating upon and exceeding the 600 tons scale for the 12 years grade her tonnage is now found to exceed 700 tons which reduces the plating as follows. Garboard Strake 9 years. Garboard to Ridge 12 years. Ridge to Sheerstrakes 12 years. Sheerstrakes 9 years. The peculiar construction of the vessel prevents further comparison with the rules. under these circumstances we beg respectfully to leave her classification to the consideration of the Committee

In what manner are the surfaces preserved from oxidation? Red lead

I am of opinion this Vessel should be classed _____

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

Special£ 37 : 1 : -

Certificate (if required)£ - : - : -

Committee's Minute 14 January 1862

Character assigned 1 for 12 Years

Expt-B.S.



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Lloyd's Register
Foundation