

IRON SHIPS.

No. 14253 Survey held at Liverpool Date 9th Dec 61 to 6th Jan 1862
 on the Scw Steam Barge "Vigo" Master R C Halpin
 Tonnage Gross 1623-15 Engine Room 519-41 Register 1103 1/2 Built at Liverpool (Birkenhead)
 When Built 1855 By whom built John Laird Owners J R Iglesias
 Launched Port belonging to London Destined Voyage Padiz
 If Surveyed Afloat or in Dry Dock Dry Dock & Afloat

Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth from top of Upper Deck	Feet.	Inches.	Beam to top of Floor	Feet.	Inches.	Power of Engines	Horse No.
277			36		5	23		5				400	
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft <u>20</u> Floors, Size of Angle Iron, and No. <u>two</u> at bottom of Floor Plate <u>5 x 4 1/2</u> " depth and thickness of Floor Plate at mid line <u>24 x 1/2</u> " depth and thickness of Floor Plate at Bilge Keelson <u>5 x 1/2</u> " Size of Reversed Angle Iron, and No. <u>one</u> at top of Floor Plate <u>4 x 5 3/8</u> Frames, Size of Angle Iron, single or double <u>5 x 4 1/2</u> " Reversed Iron, N to every frame or every frame <u>4 x 5 3/8</u> Beams, Deck (N ^o <u>74</u>) double Angle Iron or Bulb Iron with double Angle Iron on top <u>3 x 3 1/8</u> " depth & thickness of plate amidships <u>9 x 5/8</u> " double or single Angle Iron, on lower edge <u>40 in</u> " average space between <u>36</u> " if wood (N ^o <u>55</u>) sided & moulded Hold, or Lower Deck (N ^o <u>55</u>) double Angle Iron or Bulb Iron with double Angle Iron on top <u>3 x 5 3/8</u> " depth & thickness of plate amidships <u>8 x 5/8</u> " double or single Angle Iron, on lower edge <u>40 in</u> " average space between <u>36</u> " if wood (N ^o <u>55</u>) sided & moulded Paddle, wood, sided and moulded or if Iron, size of Plate <u>at fore end plate 12 1/2 with angle same 3 1/4 x 3 1/4</u> Engine <u>at fore end plate 12 1/2 with angle same 3 1/4 x 3 1/4</u> Keelson, wood, sided & moulded iron, size of plate, if Box, give sketch & dimensions <u>with angle same 3 1/4 x 3 1/4</u> Side or Bilge <u>with angle same 3 1/4 x 3 1/4</u> Number <u>9 in between angle of 5 x 3</u> Transoms, material <u>Iron</u> or, if none, in what manner compensated for. Knight-heads <u>Iron</u> Bulkheads, N ^o <u>Five</u> Thickness of <u>3/8</u> Hawse Timbers <u>Iron</u> are they free from defects? <u>yes</u> how secured to the sides of the ship <u>between two frames</u> size of vertical angle iron and their distance apart <u>average 2 1/2-6</u> The Frames or Ribs extend in one length from <u>keel</u> to <u>gunwale</u> rivetted through plates with <u>1/8</u> in. rivets, about <u>(6 1/2)</u> apart. The reverse angle irons on the floors extend in one length across the middle line from <u>top of bilge</u> to <u>top of bilge & from thence to gunwale</u> " " " on the frames " " " from <u>center</u> to <u>lower deck on alternate frames</u> Keelson, how are the various lengths of plates or angle irons connected? <u>By butt straps & where keelsons terminate are well overlapping each other</u> Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets <u>(1/8</u> ins.) diameter averaging <u>(3 1/2</u> in.) from centre to centre of rivet. " Edges from Garboards to upper part of bilge, worked carvel with a lining piece <u>(1 in.)</u> thick, or clencher, double or single rivetted; rivets <u>(1/8</u> in.) diameter, averaging <u>(3 1/2</u> ins.) from centre to centre of rivets. " Butts from Keel to turn of bilge, worked carvel with a lining piece <u>(1/8)</u> thick, double or single rivetted; rivets <u>(1/8</u> in.) diameter, averaging <u>(2 3/4</u> ins.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? <u>yes</u> " Edges from bilge to planksheer, worked carvel with a lining piece <u>(1/8)</u> thick, double or single rivetted; rivets <u>(1/8</u> in.) diameter, averaging <u>(2 3/4</u> in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? <u>yes</u> " Butts from bilge to planksheers, worked carvel with a lining piece <u>(1/8)</u> thick, or clencher, double or single rivetted; rivets <u>(1/8</u> in.) diameter averaging <u>(2 3/4</u> ins.) from centre to centre of rivets. Breadth of laps in double rivetting <u>2 1/2</u> Breadth of laps in single rivetting <u>1 1/2</u> Planksheer, how secured to the plating of the sides <u>Explain by sketch,</u> Waterway " " planksheer and to the Beams <u>if necessary.</u> <u>By nut & screw bolts</u> Side trussing breadth and thickness of plates <u>22 x 3/8</u> how secured? <u>none except the stringers</u> Deck trussing " " " " <u>22 x 3/8</u> " " ? <u>rivetted to beams</u> Deck Beams, how secured to the side? <u>By knees, stringer plates & angle iron</u> Hold or Lower Deck " " " " " " " " Paddle " " " " " " " " No. of breasthooks <u>the stringer</u> crutches <u>plates on</u> how are pointers compensated? <u>welded & string plates between frames</u> What description of iron is used for the angle iron and plate iron in the vessel? <u>Best Maffordshire.</u> Builder's Signature													

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 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? yes

Are there any rivets which either break into or have been put through the seams or butts of the plating? none seen

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 <u>old but good</u>	300	1 1/8	Bower,	3	45.2.14 34.3.23 33.2.15	Common Porters Porters
2	Fore Top Sails,	Chain <u>Hemp</u>	65	1				
2	Fore Topmast Stay Sails,	Hawser	90	9	Stream,	1	9.3.8	Rodgers
2	Main Sails,	Towlines	90	11				
2	Main Top Sails,	Warp	90	1	Kedge,	2	4.2.21 3.2.0	Rodgers Common
	and others	All of <u>best</u> quality.						

Her Standing and Running Rigging are good and sufficient in size and good in quality.

She has one Long Boat and 4 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

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

He has had the whole of the Ceiling taken off in the holds, the boilers taken out, both surfaces of the plating exposed, and some rivets taken out for examination.

He finds the plating and frames in some points less than prescribed by the Rules for the six years grade published in 1856.

The Keelsons are peculiarly arranged to suit the machinery. The center or main Keelson extends from forward to about 100 ft. from this in the midship body there are two Case Keelsons situate 3 ft. 8 in. from center line, and above these the Keelson is formed by a large substantial Case or tunnel, the strength of these being well continued throughout by over running each other. The Bulge or side Keelson is situate at the very top of bulges to which 20 Orlop beams have now been attached.

The vessel appears very substantial, does not show any sign of movement, & the workmanship also is very superior. We therefore as this vessel does not strictly conform to the Rules of this Society respectfully submit whether she should not be classed A7 subject to Annual Survey, for such limited period as the Committee may determine, regarding this as a Survey for "Continuation" in accordance with Sec 18, on a basis of the 6 years as original Classification.

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

We respectfully submit whether this

I am of opinion this Vessel should be classed A7

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

Special£ 8 : 8 : 8/1/62

Certificate (if required)£ : 5 :

Committee's Minute 10th January 1862

Character assigned 1 - 3 Year from 1861

I see no objections
to the above recommend-
ation
J. Smith 1862