

IRON SHIPS.

No. 1737 Survey held at Liverpool
on the "Lord Lyndhurst"

Date May 8th to 23 January 1862

Master W Graham

Tonnage 1166 ^{Builders} Gross 1166 ⁴ Engine Room

Register 1187 ²⁸ ₁₀₀ Built at Liverpool

Built 1861 By whom built Thomas Vernon & Son Owners Harnworth & Jardine

Belonging to Liverpool

Destined Voyage Calcutta

ed Afloat or in Dry Dock While Building under Special Survey & Afloat

	Feet.	Inches.	Feet.	Inches.	Depth from top of Upper Deck Beam to top of Floor.....	Feet.	Inches.	Power of Engines....	Horse No.
Extreme Breadth....	34	5			22	8			
Frames or Ribs from moulding to moulding edge, all fore and aft	18		18						
Floors, Size of Angle Iron, and No. <u>one</u> at bottom of Floor Plate.....	5	3	9/16	5	3	9/16			
„ depth and thickness of Floor Plate at mid line	25		1/16	23		1/16			
„ depth and thickness of Floor Plate at Bilge Keelson	5		1/16	5		1/16			
„ Size of Reversed Angle Iron, and No. <u>one</u> at top of Floor Plate..	3 1/2	3	8/16	3 1/2	3	8/16			
Frames, Size of Angle Iron, single <u>or double</u> ..	5	3	9/16	5	3	9/16			
„ „ Reversed Iron, <u>N</u> to every frame <u>or every</u> frame.....	3 1/2	3	8/16	3 1/2	3	9/16			
Beams, Deck (N ^o . <u>01</u>) <u>double</u> Angle Iron <u>or</u> Bulb Iron with double Angle Iron on top	3 1/2	3	9/16	3 1/2	3	9/16			
„ „ depth & thickness of plate amidships	8 1/2		9/16	8 1/2		9/16			
„ „ <u>double or single</u> Angle Iron, on lower edge	3 ft		3 ft						
„ „ average space between	3 ft		3 ft						
„ „ if wood (N ^o . <u>58</u>) sided & moulded	3 1/2	3	8/16	3 1/2	3	9/16			
„ Hold, or Lower Deck (N ^o . <u>58</u>) <u>double</u> Angle Iron or Bulb Iron with double Angle Iron on top	8 1/2		9/16	8 1/2		9/16			
„ „ depth & thickness of plate amidships	8 1/2		9/16	8 1/2		9/16			
„ „ <u>double or single</u> Angle Iron, on lower edge	3 ft		3 ft						
„ „ average space between	3 ft		3 ft						
„ „ if wood (N ^o . <u>58</u>) sided & moulded	3 1/2	3	8/16	3 1/2	3	9/16			
„ Paddle, wood, sided and moulded or if Iron, size of Plate	3 ft		3 ft						
„ Engine „ „ „ „ „	3 plates 1/8 thick		one plate						
Keelson, wood, sided & moulded, iron, size of plate, <u>N</u> Box, give sketch & dimensions	15 1/2 x 1 1/2		15 1/2 x 1 1/2						
„ Side or Bilge <u>intercostal</u> of 1/16 plate <u>4</u> <u>at the bilge with angle iron riveted back to back</u>	5 1/2 x 1/2		5 1/2 x 1/2						
„ Number <u>in all five</u>	5 1/2 x 1/2		5 1/2 x 1/2						
Transoms, material <u>Iron</u> or, if none, in what manner compensated for.									
Knight-heads „ <u>Iron</u>									
Hawse Timbers „ <u>Iron</u>									
Bulkheads, N ^o . <u>Two</u> Thickness of <u>1/16</u>									
„ how secured to the sides of the ship <u>to frame & brackets</u>									
„ size of vertical angle iron and their distance apart <u>3 1/2 x 3 x 9/16 about 30 apart</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>One</u>) apart.									
The reverse angle irons on the floors extend in one length across the middle line from <u>Bilge</u> to <u>Bilge</u>									
„ „ „ on the frames „ „ from <u>Bilge</u> to <u>lower deck on alternate frames & to gunwale on the other</u>									
Keelson, how are the various lengths of plates or angle irons connected? <u>By butte straps</u>									
Plates, Garboard, double <u>or single</u> rivetted to keel & at upper edge, with rivets (<u>1</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 <u>carvel with a lining piece</u> (<u>1</u> in.) thick, or clencher, double <u>or single</u> rivetted; rivets (<u>1/8</u> in.) diameter, averaging (<u>3 1/4</u> ins.) from centre to centre of rivets.									
„ Butts from Keel to turn of bilge, worked <u>carvel with a lining piece</u> (<u>3/4</u>) thick, double <u>or single</u> rivetted; rivets (<u>1/8</u> in.) diameter, averaging (<u>3 1/4</u> ins.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? <u>on alternate tiers</u>									
„ Edges from bilge to planksheer, worked <u>carvel with a lining piece</u> (<u>1/8</u>) thick, double <u>or single</u> rivetted; rivets (<u>1/8</u> in.) diameter, averaging (<u>3 1/4</u> in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? <u>on alternate tiers</u>									
„ Butts from bilge to planksheers, worked <u>carvel with a lining piece</u> (<u>1/16</u>) thick, or clencher, double <u>or single</u> rivetted; rivets (<u>1/8</u> in.) diameter averaging (<u>3 1/4</u> ins.) from centre to centre of rivets. Breadth of laps in double rivetting (<u>4 1/4</u>) Breadth of laps in single rivetting (<u>—</u>)									
Planksheer, how secured to the plating of the sides									
Waterway „ „ planksheer and to the Beams									
Side trussing „ „ „ „ „ how secured? <u>See from stringers & stringers in hold</u>									
Deck trussing „ „ „ „ „ ? <u>See plates 13 x 1/16 rivetted to beams fore & aft</u>									
Deck Beams, how secured to the side? <u>By knee plates & stringers</u>									
Hold or Lower Deck „ „ „ „ „									
Paddle „ „ „ „ „									
No. of breasthooks <u>Iron</u> crutches <u>plates</u> how are pointers compensated? <u>By stringers being well connected at ends</u>									
What description of iron is used for the angle iron and plate iron in the vessel? <u>Best Maffordshire & Sheffield</u>									

Builder's Signature
Thomas Vernon & Son

IRON/435-0288

2666 Lm

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? very few

Her Masts, Yards, &c., are in good condition, and sufficient in size and length.
She has **SAILS.**

N^o.
2 Fore Sails,
4 Fore Top Sails,
2 Fore Topmast Stay Sails,
2 Main Sails,
4 Main Top Sails,
and several others

CABLES, &c.		Fathoms.	Inches.
Chain	<i>Cooperation Certificate</i> <i>to Admiralty test.</i>	300	1 3/4
Hempen Stream Cable	11	80	1
Hawser		90	8
Towlines		90	11
Warp		90	7 1/2
All of <u>best</u> quality.			

ANCHORS, and their weights.

Bower, Reduces exposed Plate
Stream, do
Kedge, do

Her Standing and Running Rigging is of Hemp sufficient in size and of best in quality.
She has one Long Boat and three 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

This Vessel has a Stringer fitted between the belg & lower deck consisting of double angle Irons 5 x 4 1/2 x 9/16 extending all fore & aft, between these for about 80 ft in midships a plate 9 x 9/16 is introduced with angle Irons 3 x 3 x 9/16 rivetted to the outer edge, before & abaft this distance it is continued with a bulk plate 8 1/2 x 9/16
The materials Workmanship and Outfit are of the best description.

In what manner are the surfaces preserved from oxidation? With Portland Cement & Red Lead, Inside
and Red Lead & McInnes Paint, Outside

We are of opinion this Vessel should be classed 12 A 1

The amount of the Fee£ 5 : " : "is received by me
Special£ 59 : 7 : " 25/2/62
Certificate (if required)£ Quintis

Committee's Minute 28 January 1862.

Character assigned 1 for 12 Years

W. H. P.
S. Minshull

I concur with above recommendation
2 Jan 1862
M. D.

