

# IRON SHIPS.

No. 752 Survey held at Sunderland Date July 17<sup>th</sup> 1862  
 on the Screw Steamer "Medusa" Master Wellacott  
 Tonnage Gross 602 Engine Room 139 Register 463 Built at Sunderland  
 When Built 1862 By whom built James Laing Owners W. S. Lindsay  
 Launched July 3<sup>d</sup> 1862 Port belonging to London Destined Voyage Bordeaux  
 If Surveyed Afloat or in Dry Dock during Building

Length aloft ..... 180 Feet. Extreme Breadth ..... 29 Feet. Depth from top of Upper Deck } Beam to top of Floor ..... 17 Feet. 3 Inches. Power of Engines ..... 90 Horse No.

Distance of Frames or Ribs from moulding edge	Inches in Ship.		Inches required per Rule.		Stem, if bar iron, moulding and thickness	Inches in Ship.		Inches required per Rule.		Stern-post, if bar iron, moulding and thickness	Inches in Ship.		Inches required per Rule.		Keel, if bar iron, depth and thickness	Inches in Ship.		Inches required per Rule.		Garboard Plates, thickness..	Inches in Ship.		Inches required per Rule.		From Garboard to upper part of Bilge	Inches in Ship.		Inches required per Rule.		From upper part of Bilge to Sheerstrakes	Inches in Ship.		Inches required per Rule.		Sheerstrakes	Inches in Ship.		Inches required per Rule.		Breadth & thickness of Butt Straps to outside plating	Inches in Ship.		Inches required per Rule.		Planksheers	Inches in Ship.		Inches required per Rule.		Gunwale Plate or Stringer on ends of Up. Dk Beams	Inches in Ship.		Inches required per Rule.		Angle Iron on ditto	Inches in Ship.		Inches required per Rule.		Waterway	Inches in Ship.		Inches required per Rule.		Deck	Inches in Ship.		Inches required per Rule.		Ceiling in Hold	Inches in Ship.		Inches required per Rule.		Ceiling betwixt Decks	Inches in Ship.		Inches required per Rule.		Deck Beam Clamps	Inches in Ship.		Inches required per Rule.		" Shelf	Inches in Ship.		Inches required per Rule.		" Stringer Plates on ends of Hold or Lower Dk Beams	Inches in Ship.		Inches required per Rule.		Ceiling between Decks	Inches in Ship.		Inches required per Rule.		Stringer or Tie Plates outside Hatchways	Inches in Ship.		Inches required per Rule.		Deck Beam Clamps	Inches in Ship.		Inches required per Rule.		" Shelf	Inches in Ship.		Inches required per Rule.		Stringers in Hold	Inches in Ship.		Inches required per Rule.		Deck, Lower	Inches in Ship.		Inches required per Rule.		Deck, Upper, how fastened to Beams	Inches in Ship.		Inches required per Rule.		Bulkheads, N°	Inches in Ship.		Inches required per Rule.		Thickness of	Inches in Ship.		Inches required per Rule.		how secured to the sides of the ship	Inches in Ship.		Inches required per Rule.		size of vertical angle iron and their distance apart	Inches in Ship.		Inches required per Rule.		Frames or Ribs extend in one length from	Inches in Ship.		Inches required per Rule.		Reverse angle irons on the floors extend in one length across the middle line from	Inches in Ship.		Inches required per Rule.		on the frames	Inches in Ship.		Inches required per Rule.		how are the various lengths of plates or angle irons connected?	Inches in Ship.		Inches required per Rule.		Garboard, double or single rivetted to keel & at upper edge, with rivets	Inches in Ship.		Inches required per Rule.		Edges from Garboards to upper part of bilge, worked carvel with a lining piece	Inches in Ship.		Inches required per Rule.		diameter, averaging	Inches in Ship.		Inches required per Rule.		Butts from Keel to turn of bilge, worked carvel with a lining piece	Inches in Ship.		Inches required per Rule.		averaging	Inches in Ship.		Inches required per Rule.		Edges from bilge to planksheer, worked carvel with a lining piece	Inches in Ship.		Inches required per Rule.		diameter, averaging	Inches in Ship.		Inches required per Rule.		Butts from bilge to planksheers, worked carvel with a lining piece	Inches in Ship.		Inches required per Rule.		averaging	Inches in Ship.		Inches required per Rule.		Planksheer, how secured to the plating of the sides	Inches in Ship.		Inches required per Rule.		Waterway	Inches in Ship.		Inches required per Rule.		SNa trussing	Inches in Ship.		Inches required per Rule.		Deck trussing	Inches in Ship.		Inches required per Rule.		Deck Beams, how secured to the side?	Inches in Ship.		Inches required per Rule.		Hold or Lower Deck	Inches in Ship.		Inches required per Rule.		Paddle	Inches in Ship.		Inches required per Rule.		No. of breasthooks	Inches in Ship.		Inches required per Rule.		how are pointers compensated?	Inches in Ship.		Inches required per Rule.		What description of iron is used for the angle iron and plate iron in the vessel?	Inches in Ship.		Inches required per Rule.		Builder's Signature	Inches in Ship.		Inches required per Rule.		Lloyd's Register	Inches in Ship.		Inches required per Rule.		Foundation	Inches in Ship.		Inches required per Rule.		IRON	Inches in Ship.		Inches required per Rule.		435	Inches in Ship.		Inches required per Rule.		-0478	Inches in Ship.		Inches required per Rule.	
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ns, material as above in what manner compensated for the after frames are connected by floor plates and the  
 heads none Bulkheads, N° Four Thickness of 6/16  
 Timbers do are they free from defects? yes how secured to the sides of the ship between two frames & rivetted through  
 Frames or Ribs extend in one length from Keel to gunwale rivetted through plates with (3/4 in.) rivets, about (5) apart.  
 Reverse angle irons on the floors extend in one length across the middle line from to upper part of bilge on every frame  
 on the frames and to the upper deck on alternate frames  
 how are the various lengths of plates or angle irons connected? with double angle irons at top & bottom 4 1/2 x 3 1/2 x 8/16  
 Garboard, double or single rivetted to keel & at upper edge, with rivets (7/8 ins.) diameter averaging (3 in.) from centre to centre of rivet.  
 Edges from Garboards to upper part of bilge, worked carvel with a lining piece (1 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 (9/16) thick, double or single rivetted; rivets (3/4 in.) diameter, averaging (2 1/2 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 in.) thick, double or single rivetted; rivets (3/4 in.) diameter, averaging (2 1/2 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 (9/16) thick, or clencher, double or single rivetted; rivets (3/4 in.) diameter averaging (2 1/2 ins.) from centre to centre of rivets. Breadth of laps in double rivetting (4) Breadth of laps in single rivetting (2 1/2)  
 Planksheer, how secured to the plating of the sides Explain by sketch,  
 Waterway planksheer and to the Beams if necessary.  
 SNa trussing breadth and thickness of plates how secured? Five pairs 10 1/2 x 9/16 rivetted to heavy tie plates  
 Deck trussing do  
 Deck Beams, how secured to the side? with knee plates as 1 1/2 x 3/4 rivetted to frames & beams  
 Hold or Lower Deck do  
 Paddle do  
 No. of breasthooks Six outches mid how are pointers compensated? all things carried round the bows  
 What description of iron is used for the angle iron and plate iron in the vessel? Angle Iron Josh Wilson & Bell Builder's Signature James Laing  
Plates J. B. Richardson & Co

IRON 435-0478



2857  
**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? 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 <sup>o</sup> .	
/	Fore Sails,
/	Fore Top Sails,
/	Fore Topmast Stay Sails,
/	Main Sails,
/	Main Top Sails,
and <u>others as usual</u>	

**CABLES, &c.**

	Fathoms.	Inches.
Chain <u>certificates produced</u>	240	1 3/8
Hempen Stream Cable		
Hawser	60	7/8
Towlines	70	8
Warp	70	6
All of <u>good</u> quality.	70	5
	70	4

**ANCHORS, and their weights.**

N <sup>o</sup> .	Weight.
3	20.3.24
	19.2.16
	13.1.20
1	4.0.10
1	2.1.10

Her Standing and Running Rigging is of wire & hemp sufficient in size and good in quality.

She has three Long Boat and one of which is a life boat

The present state of the Windlass is good Capstan good and Rudder good Pumps one in each compartment

**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	<u>March 12<sup>th</sup> 1862</u>
2nd.	On the plating during the progress of rivetting	<u>April 4<sup>th</sup></u>
3rd.	When the beams were in and fastened, and before the decks were laid	<u>May 5<sup>th</sup></u>
4th.	When the ship was complete, and before the plating was finally coated	<u>June 30<sup>th</sup></u>
5th.	After the ship was launched	<u>July</u>

This vessel has a short half hoop and no top gallt Breecastle, she exceeds in length over ten times the depth by 7 1/2 ft, this sam of opinion is compensated for by the intercostal keelson which is 12 inches above the floor with strong angle irons at top & bottom, an entire iron plate bottom in the engine rooms, and the sheer strake runs considerably above the angle iron on the water ways, admitting the iron girders to be rivetted to them, the latter are strongly supported by K bars

In what manner are the surfaces preserved from oxidation? with red lead & Peacock's patent and with Portland cement in the bottom to turn of bilges

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

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

July 1862 Special .....£ : : : :

Certificate (if required) .....£ : : 5 : :

Committee's Minute 1<sup>st</sup> August 1862

Character assigned for 9 yrs

Thos. B. Simey

I concur in the above recommendation  
31 July 1862

Lloyd's Register Foundation