

IRON SHIPS.

Ru 5/8/62

No. _____ Survey held at Stockton Date 1st August 1862

Name of Ship Screw Steamer "Percy" Master Mr. Goodwin

Age Gross 794²²/₁₀₀ Engine Room 157¹⁰⁰/₁₀₀ Register 637¹²/₁₀₀ Built at Stockton

Year Built 1862 By whom built Richardson, Duck & Co Owners Anglo Siam Steam Nav. Co

Where built 10th July 1862 Belonging to London Destined Voyage London & Mediterranean

Surveyed Afloat or in Dry Dock Special survey during building

Length aloft	Feet.		Inches.		Depth from top of Upper Deck Beam to top of Floor	Feet.		Inches.		Power of Engines	Horse No.
	203	-	28	6		17	6	100			
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	18		10								
Floors, Size of Angle Iron, and No. <u>one</u> at bottom of Floor Plate	<u>4 1/2</u>	<u>3</u>	<u>9/16</u>	<u>4/4</u>	<u>3</u>	<u>9/16</u>					
depth and thickness of Floor Plate at mid line	<u>17</u>	<u>x</u>	<u>9/16</u>	<u>17</u>	<u>x</u>	<u>9/16</u>					
depth and thickness of Floor Plate at Bilge Keelson	<u>8</u>	<u>x</u>	<u>9/16</u>	<u>4/4</u>	<u>x</u>	<u>9/16</u>					
Size of Reversed Angle Iron, and No. <u>one</u> at top of Floor Plate	<u>3</u>	<u>3</u>	<u>7/16</u>	<u>3</u>	<u>2 3/4</u>	<u>7/16</u>					
Frames, Size of Angle Iron, single or double	<u>4 1/2</u>	<u>3</u>	<u>9/16</u>	<u>4/4</u>	<u>3</u>	<u>9/16</u>					
Reversed Iron, if to every frame	<u>3</u>	<u>3</u>	<u>7/16</u>	<u>3</u>	<u>2 3/4</u>	<u>7/16</u>					
Beams, Deck (No. <u>67</u>) double Angle Iron or Bulb Iron with double Angle Iron on top	<u>2 3/4</u>	<u>2 3/4</u>	<u>7/16</u>	<u>2 3/4</u>	<u>2 1/2</u>	<u>7/16</u>					
depth & thickness of plate amidships	<u>7/16</u>	<u>x</u>	<u>9/16</u>	<u>7</u>	<u>x</u>	<u>9/16</u>					
double or single Angle Iron, on lower edge	<u>36</u>			<u>36</u>							
average space between											
if wood (No.) sided & moulded											
Hold, or Lower Deck (No. <u>34</u>) double Angle Iron or Bulb Iron with double Angle Iron on top	<u>2 3/4</u>	<u>2 3/4</u>	<u>7/16</u>	<u>2 3/4</u>	<u>2 1/2</u>	<u>7/16</u>					
depth & thickness of plate amidships	<u>7/16</u>	<u>x</u>	<u>9/16</u>	<u>7</u>	<u>x</u>	<u>9/16</u>					
double or single Angle Iron, on lower edge											
average space between <u>where practicable 2-4 frames 2-4 frames</u>											
if wood (No.) sided & moulded											
Paddle, wood, sided and moulded or if Iron, size of Plate											
Engine	<u>5</u>	<u>3 1/2</u>	<u>9/16</u>	<u>4 1/4</u>	<u>3 3/4</u>	<u>9/16</u>					
Keelson, wood, sided & moulded, iron, size of plate, if Box, give sketch & dimensions	<u>12</u>	<u>x</u>	<u>7/16</u>	<u>11 1/4</u>	<u>x</u>	<u>7/16</u>					
Side or Bilge <u>double angle iron</u>	<u>5</u>	<u>3 1/2</u>	<u>9/16</u>	<u>4 3/4</u>	<u>3 3/4</u>	<u>9/16</u>					
Number	<u>Three</u>			<u>Three</u>							

Transoms, material Plate or, if none, in what manner compensated for. By ribs and plating

Knight-heads Bulkheads, No. Five Thickness of plates 9/16

Hawse Timbers Block & Pine are they free from defects? Yes how secured to the sides of the ship? Double frames amidships with 15 screws & 15 knees

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

The reverse angle irons on the floors extend in one length across the middle line from Hold Stringers to Hold Stringers

Keelson, how are the various lengths of plates or angle irons connected? The butts strapped and the angle irons on edge

Plates, Garboard, double or single rivetted to keel & upper edge, with rivets (1 3/16 ins.) diameter averaging (4 1/2 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 (1/2 in.) 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 in.) 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 (7/16 in.) 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 (4) Breadth of laps in single rivetting (2 1/2)

Planksheer, how secured to the plating of the sides { Explain by sketch, } Cutting Waterway

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

Side trussing breadth and thickness of plates how secured?

Deck trussing Six pairs 10 3/4 x 7/16 plates fitted diagonally rivetted to Beams, Stringers and Tie plates

Deck Beams, how secured to the side? Bracket knees rivetted

Hold or Lower Deck "

Paddle "

No. of breasthooks Four crutches Two how are pointers compensated? By crutches

Builder's Signature Richardson, Duck & Co

IRON 435-0488

2860 Iron

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? They do

Do the fillings between the ribs and plates fill in solid with single pieces, or are they in short lengths of various thicknesses? Solid in one length

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? All thro

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

Her Masts, Yards, &c., are in all new condition, and sufficient in size and length.

N ^o .	She has SAILS.	CABLES, &c.		ANCHORS, and their weights.	
		Fathoms.	Inches.	N ^o .	Weight.
	Fore Sails,	Chain	270 1 7/8	Bower, ..	Rogers Patent 3 26.1.0
	Fore Top Sails,	Hemp Stream Cable	90 7 10	Stream,	1 19.2.0
	Fore Topmast Stay Sails,	Hawser .. <u>Hemp</u>	90 7		0.2.14
	Main Sails,	Towlines	90 10 1/4		
	Main Top Sails,	Warp	90 5 1/2	Kedge,	2 4.2.0
	and	All of <u>Good</u> quality.	90 4 1/2		

Her Standing and Running Rigging New Wire & New sufficient in size and Good in quality.

She has Two Life Long Boat, and Two Life & One Dingy

The present state of the Windlass is Good Capstan Good and Rudder Good Pumps Three & 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 Special Survey No 145
 - 2nd. On the plating during the progress of rivetting
 - 3rd. When the beams were in and fastened, and before the decks were laid First Survey 7th March 1862
 - 4th. When the ship was complete, and before the plating was finally coated Last Survey 1st August 1862
 - 5th. After the ship was launched

I finished with a Loop and Forecastle, the frames extending to the top right. The plating single rivetted at the edges and double at the butts. The Sheertrake doubled six feet into the Loop and Forecastle, and the butts of both plates strapped. Intercostal Keelsons fitted 5 ft 6 in each side of centre line of plates 15 x 1 1/2 with 3 x 3 with double angle iron on top.

Richardson, Dock & Co

In what manner are the surfaces preserved from oxidation? The flat of bottom inside with the Portland Cement & the remainder of the plating with Paint

I am of opinion this Vessel should be classed A 1

The amount of the Fee£ 5 : 0 : 0 is received by me,

Special£ 39 : 14 : 0

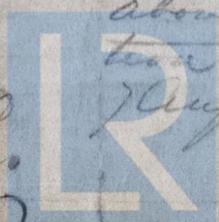
Certificate (if required)£ : :

Committee's Minute 8th August 1862

Character assigned A 1 for 9 years

J. P. Davidson
J. M. Davidson

I concur in the above recommendations
 12th August 1862
 Lloyd's Register
 Department



M.C.
W.A.S.