

IRON SHIPS.

No. 8043 Survey held at Newcastle Date 9 July to Nov 1862
 on the Brig "Memiramis" Master Wm. A. Puthier Jones
 Tonnage Gross 334 1/2 Engine Room 1100 Register — Built at Newcastle
 When Built 1862 By whom built A. Hoggeison & Co Owners Wm. A. Puthier Jones
 Port belonging to Shields Destined Voyage South American
 Surveyed Afloat or in Dry Dock while building

Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth from top of Upper Deck	Feet.	Inches.	Power of Engines	Horse No.
117	0	0	25	0	0	15	0	0	—	—
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	Inches in Ship.	Inches required per Rule.	18	18	—	Stem, if bar iron, moulding and thickness	5 1/4	2 1/4	5 1/4	2 1/4
Floors, Size of Angle Iron, and No. at bottom of Floor Plate	Inches in Ship.	Inches required per Rule.	15 1/2	7 1/2	—	Stern-post, if bar iron, moulding and thickness	5 1/4	2 1/4	5 1/4	2 1/4
depth and thickness of Floor Plate at mid line	15 1/2	7 1/2	—	—	—	Keel, if bar iron, depth and thickness	5 1/4	2 1/4	5 1/4	2 1/4
depth and thickness of Floor Plate at Bilge Keelson	15 1/2	7 1/2	—	—	—	Garboard Plates, thickness	—	—	—	—
Size of Reversed Angle Iron, and No. at top of Floor Plate	15 1/2	7 1/2	—	—	—	From Garboard to upper part of Bilge	—	—	—	—
Frames, Size of Angle Iron, single & double	15 1/2	7 1/2	—	—	—	From upper part of Bilge to Sheerstrakes	—	—	—	—
Reversed Iron, if to every frame	15 1/2	7 1/2	—	—	—	Sheerstrakes	—	—	—	—
Beams, Deck (No. 36) double Angle Iron	15 1/2	7 1/2	—	—	—	Breadth & thickness of Butt	—	—	—	—
Bulb Iron with double Angle Iron on top	15 1/2	7 1/2	—	—	—	Planksheers	—	—	—	—
depth & thickness of plate midships	15 1/2	7 1/2	—	—	—	Gunwale Plate or Stringer on ends of Up. Dk Beams	—	—	—	—
double or single Angle Iron on lower edge	15 1/2	7 1/2	—	—	—	Angle Iron on ditto	—	—	—	—
average space between	15 1/2	7 1/2	—	—	—	Waterway	—	—	—	—
if wood (No.) sided & moulded	15 1/2	7 1/2	—	—	—	Deck	—	—	—	—
Hold, or Lower Deck (No. 20) double Angle Iron or Bulb Iron with double Angle Iron on top	15 1/2	7 1/2	—	—	—	Ceiling in Hold	—	—	—	—
depth & thickness of plate midships	15 1/2	7 1/2	—	—	—	Ceiling between Decks	—	—	—	—
double or single Angle Iron on lower edge	15 1/2	7 1/2	—	—	—	Beam Clamps	—	—	—	—
average space between	15 1/2	7 1/2	—	—	—	Shelf	—	—	—	—
if wood (No.) sided & moulded	15 1/2	7 1/2	—	—	—	Stringer Plates on ends of Hold or Lower Dk Beams	—	—	—	—
Paddle, wood, sided and moulded or if Iron, size of Plate	15 1/2	7 1/2	—	—	—	Ceiling between Decks	—	—	—	—
Engine	15 1/2	7 1/2	—	—	—	Stringer or Tie Plates outside Hatchways	—	—	—	—
Keelson, wood, sided & moulded, iron, size of plate, if Box, give sketch & dimensions	15 1/2	7 1/2	—	—	—	Deck Beam Clamps	—	—	—	—
Side or Bilge	15 1/2	7 1/2	—	—	—	Shelf	—	—	—	—
Number	15 1/2	7 1/2	—	—	—	Stringers in Hold	—	—	—	—
	15 1/2	7 1/2	—	—	—	Deck, Lower	—	—	—	—
	15 1/2	7 1/2	—	—	—	Deck, Upper, how fastened to Beams	—	—	—	—

Transoms, material Plate or, if none, in what manner compensated for.
 Knight-heads — Bulkheads, No. Two Thickness of 5 1/4
 Hawse Timbers — are they free from defects? — how secured to the sides of the ship to double frames
 The Frames or Ribs extend in one length from Keel to Gunwale rivetted through plates with (3/4 in.) rivets, about (6) apart.
 The reverse angle irons on the floors extend in one length across the middle line from — to above bilge and
 " " " on the frames " " " from — to alternately to Gunwale
 Keelson, how are the various lengths of plates or angle irons connected? rivetted to Keel
 Plates, Garboard, double single rivetted to keel & at upper edge, with rivets (1/4 in.) diameter averaging (3 1/4 in.) from centre to centre of rivet.
 Edges from Garboards to upper part of bilge, worked carvel with a lining piece (— in.) thick, or clencher, double 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 (— in.) thick, double 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? Yes
 Edges from bilge to planksheer, worked carvel with a lining piece (— in.) thick, double 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? Yes
 Butts from bilge to planksheers, worked carvel with a lining piece (— in.) thick, clencher, double 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,
 Waterway " " planksheer and to the Beams if necessary.
 Side trussing — breadth and thickness of plates — how secured?
 Deck trussing Diagonal " " " rivetted to angle iron
 Deck Beams, how secured to the side? double to keel plates rivetted to diagonal beams
 Hold or Lower Deck —
 Paddle " " " —
 No. of breasthooks 3 crutches — how are pointers compensated?
 What description of iron is used for the angle iron and plate iron in the vessel? Stamped
 - Hawthorn, Bates & Co. "Bolton & Vaughan"
 Builder's Signature Wm. A. Puthier Jones

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? *Long pieces etc.*

Do the fillings between the ribs and plates fill in solid with single pieces, or are they in short lengths of various thicknesses? *Long long etc*

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? *advised*

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.
The Complete Sight	Fore Sails,	210	1 1/4	3	15.01
	Fore Top Sails,	60	13/16	1	16.07
	Fore Topmast Stay Sails,	70	9	1	13.34
	Main Sails,	70	6 1/2	1	4.024
	Main Top Sails,	70	5 1/2	2	2 1/2
	and other requisite	40	5 1/2	2	1.121
	All of good quality.				

Her Standing and Running Rigging Complete sufficient in size and Good in quality.

She has a 19 foot Long Boat and two of 18 foot & 14 foot each

The present state of the Windlass is good Capstan good and Rudder Complete Pumps 2nd. Rustic 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	}	<i>Bunce</i> <i>Master, Specie's</i> <i>Quincy</i> <i>as per order No 368.</i>
		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		

I beg to refer to my letter of the 22nd July, respecting
a portion of the Stone in this vessel, intended
to be stamped with the Manufacturer's name;
and to yours of the 24th of the same month, -
directing Mr Martin's attention to the quality
of the Stone. - A test of some pieces was made
which appeared to Mr Martin and myself
to be of good quality; and at the same time
it was suggested to have a Certificate of
its quality from the Manufacturer, - which
I herewith enclose.

In what manner are the surfaces preserved from oxidation? Steel & cast iron greased on bottom
- inside can contact to above & below gas

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

The amount of the Fee£ 40 : 0 : 0 is received by me,

Special £ 15: 11

Certificate (if required)£

Committee's Minute 11th November 18

Character assigned A 1 for C 1

The affiant deposes that
for the purpose of the
recommended

for Class
recommen

R

Lloyd's Register
Foundation