

IRON SHIPS.

No. 7615 Survey held at Sunderland Date November 17th 1862
 on the Ship "John C. Munro" Master J. F. Wood
 Tonnage Gross Engine Room Register 612 Built at Sunderland
 When Built 1862 By whom built J. Laing Owners J. C. Munro & Co
 Port belonging to London Destined Voyage China
 If Surveyed Afloat or in Dry Dock during Building

Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth from top of Upper Deck	Feet.	Inches.	Power of Engines	Horse No.
162			28	2		18	9			
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	Inches in Ship.	Inches required per Rule.								
Floors, Size of Angle Iron, and No. at bottom of Floor Plate	Inches in Ship.	Inches required per Rule.								
depth and thickness of Floor Plate at mid line										
depth and thickness of Floor Plate at Bilge Keelson										
Size of Reversed Angle Iron, and No. at top of Floor Plate										
Frames, Size of Angle Iron, single or double										
Reversed Iron, to every frame										
Beams, Deck (No. 49) double Angle Iron with double Angle Iron on top										
depth & thickness of plate amidships										
double or single Angle Iron on lower edge										
average space between										
if wood (No.) sided & moulded										
Hold, or Lower Deck (No. 47) double Angle Iron or Bulb Iron with double Angle Iron on top										
depth & thickness of plate amidships										
double or single Angle Iron on lower edge										
average space between										
if wood (No.) sided & moulded										
Paddle wood, sided and moulded on if Iron, size of Plate										
Keelson, how are the various lengths of plates or angle irons connected?										
Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets (1 1/2 in.) diameter averaging (3 1/2 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 clench, double or single rivetted; rivets (3/4 in.) diameter, averaging (2 3/4 in.) from centre to centre of rivets.										
Butts from Keel to turn of bilge, worked carvel with a lining piece (1 1/2 in.) thick, double or single rivetted; rivets (3/4 in.) diameter, averaging (2 3/4 in.) 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 3/4 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 (1 1/2 in.) thick, double or single rivetted; rivets (3/4 in.) diameter averaging (2 3/4 in.) from centre to centre of rivets. Breadth of laps in double rivetting (4 in.) Breadth of laps in single rivetting (4 in.)										
Planksheer, how secured to the plating of the sides										
Waterway, planksheer and to the Beams										
Side trussing, breadth and thickness of plates										
Deck trussing, how secured to the side?										
Deck Beams, how secured to the side?										
Hold or Lower Deck										
No. of breasthooks										
What description of iron is used for the angle iron and plate iron in the vessel?										

Transoms, material or, if none, in what manner compensated for. Round stern framed complete
 Bulkheads, No. Two Thickness of 9/16
 are they free from defects? Yes
 how secured to the sides of the ship between two frames and rivetted
 size of vertical angle iron and their distance apart 3x3 1/4 in. 30 in apart
 The Frames or Ribs extend in one length from Keel to gunwale rivetted through plates with (3/4 in.) rivets, about (5 in.) apart.
 The reverse angle irons on the floors extend in one length across the middle line from to the upper part of the bilges
 on the frames, from and to the gunwale or alternate frames
 Keelson, how are the various lengths of plates or angle irons connected? by angle irons properly shifted & Butt straps
 Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets (1 1/2 in.) diameter averaging (3 1/2 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 clench, double or single rivetted; rivets (3/4 in.) diameter, averaging (2 3/4 in.) from centre to centre of rivets.
 Butts from Keel to turn of bilge, worked carvel with a lining piece (1 1/2 in.) thick, double or single rivetted; rivets (3/4 in.) diameter, averaging (2 3/4 in.) 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 3/4 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 (1 1/2 in.) thick, double or single rivetted; rivets (3/4 in.) diameter averaging (2 3/4 in.) from centre to centre of rivets. Breadth of laps in double rivetting (4 in.) Breadth of laps in single rivetting (4 in.)
 Planksheer, how secured to the plating of the sides Explain by sketch, if necessary.
 Waterway, planksheer and to the Beams well Bolted
 Side trussing, breadth and thickness of plates how secured?
 Deck trussing Four pairs on main deck & two pairs on lower deck rivetted to beams the plates & straps plates
 Deck Beams, how secured to the side? The ends are turned down to form knees & rivetted to the frames
 Hold or Lower Deck do
 No. of breasthooks Six enriches how are pointers compensated? Straps run through end and are connected
 What description of iron is used for the angle iron and plate iron in the vessel?
Plates are Bonatt own & J. C. Wilson & Bell
Frames Low Walker & Co. & Hopkins & Co. & Midland

Builder's Signature

James Laing

2959 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? 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.

CABLES, &c.

ANCHORS, and their weights.

N ^o .			Fathoms.	Inches.		N ^o .	Weight.
	Fore Sails,	<u>certificates produced</u>					
	Fore Top Sails,	Chain Admiralty <u>test</u>	270	1 1/2	Bower,	3	25.2.0
	Fore Topmast Stay Sails,	Hempen Stream Cable	80	8 1/2			26.1.0
	Main Sails,	Hawser	60	7 1/2	Stream,	1	20.3.14
	Main Top Sails,	Towlines	80	6 1/2			
		Warp	80	5	Kedge,	2	4.0.7
		All of <u>good</u> quality.	80	4 1/4			2.0.4

Her Standing and Running Rigging wise & cheap sufficient in size and good in quality.

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

The present state of the Windlass is good Capstan 2 Rudder good Pumps Two Metal

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>July 23^d</u>
	2nd.	On the plating during the progress of rivetting	<u>August 22^d</u>
	3rd.	When the beams were in and fastened, and before the decks were laid	<u>September 22^d</u>
	4th.	When the ship was complete, and before the plating was finally coated	<u>October 20th</u>
	5th.	After the ship was launched	<u>November 8th</u>

This ship is built with a half^{top} and short top gallant Forecastle, the stons are turned up in the bilges to about four feet water line, the outside plating is double rivetted throughout, the keelson is 13 inches above the floors and is secured with angle iron top and bottom, the ship is fully entitled to the class recommended except for the keel, stem, & post, which are less than the rule for 600 tons an explanation for which is given in the accompanying note from Mr. Laming

In what manner are the surfaces preserved from oxidation?

with Portland Cement in the bottom to turn of bilges & remainder with Red Lead & Barcocks Patent

I am of opinion this Vessel should be classed 12. A. 1.

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

Special£ " : " : "

Certificate (if required)£ " : 5 : "

Committee's Minute 21st November 1862

Character assigned A 1 for 12 Years

Thos. S. Simey

I am of opinion this vessel is eligible to be classed 12. A. 1.

24 Nov 1862 © 2019