

IRON SHIPS.

No. 17958 Survey held at Liverpool Date March 5th to 24th 1862
 on the Ship (Name) "Staffordshire" Master Wesley
 Tonnage Gross 1172 Engine Room 58 Register 1172 Built at Liverpool
 When Built 1862 By whom built Jones & Higgins & Co Owners British English & Co
 Port belonging to Liverpool Destined Voyage Calcutta
 Surveyed Afloat or in Dry Dock while building, in Dry Dock & afloat

Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth from top of Upper Deck	Feet.	Inches.	Beam to top of Floor	Feet.	Inches.	Power of Engines	Horse No.
207	10		34	3	10	23	3	10					
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	Inches in Ship.	Inches required per Rule.	Inches in Ship.	Inches required per Rule.	Inches in Ship.	Inches required per Rule.	Inches in Ship.	Inches required per Rule.	Inches in Ship.	Inches required per Rule.	Inches in Ship.	Inches required per Rule.	Inches in Ship.
Floors, Size of Angle Iron, and No. at bottom of Floor Plate	5	3	9	5	3	9	5	3	9	5	3	9	5
depth and thickness of Floor Plate at mid line	24		11	23		11	24		11	23		11	24
depth and thickness of Floor Plate at Bilge Keelson	11		11	5		11	11		11	5		11	11
Size of Reversed Angle Iron, and No. at top of Floor Plate	3 1/2	3	8	3 1/2	3	8	3 1/2	3	8	3 1/2	3	8	3 1/2
Frames, Size of Angle Iron, single or double	5	3	9	5	3	9	5	3	9	5	3	9	5
Reversed Iron, if to every frame or every frame	3 1/2	3	8	3 1/2	3	8	3 1/2	3	8	3 1/2	3	8	3 1/2
Beams, Deck (No. 58) double Angle Iron or Bulb Iron with double Angle Iron on top	3 1/2	3	6	3 1/2	3	6	3 1/2	3	6	3 1/2	3	6	3 1/2
depth & thickness of plate amidships	8 1/2		9	8 1/2		9	8 1/2		9	8 1/2		9	8 1/2
double or single Angle Iron, on lower edge	36		36		36		36		36		36		36
average space between	36		36		36		36		36		36		36
if wood (No.) sided & moulded	3 1/2	3	6	3 1/2	3	6	3 1/2	3	6	3 1/2	3	6	3 1/2
Hold, or Lower Deck (No. 57) double Angle Iron or Bulb Iron with double Angle Iron on top	3 1/2	3	6	3 1/2	3	6	3 1/2	3	6	3 1/2	3	6	3 1/2
depth & thickness of plate amidships	8 1/2		9	8 1/2		9	8 1/2		9	8 1/2		9	8 1/2
double or single Angle Iron, on lower edge	36		36		36		36		36		36		36
average space between	36		36		36		36		36		36		36
if wood (No.) sided & moulded	3 1/2	3	6	3 1/2	3	6	3 1/2	3	6	3 1/2	3	6	3 1/2
Paddle, wood, sided and moulded or if Iron, size of Plate	3 1/2	3	6	3 1/2	3	6	3 1/2	3	6	3 1/2	3	6	3 1/2
Engine	3 1/2	3	6	3 1/2	3	6	3 1/2	3	6	3 1/2	3	6	3 1/2
Keelson, wood, sided & moulded, iron, size of plate, if Box, give sketch & dimensions	3 1/2	3	6	3 1/2	3	6	3 1/2	3	6	3 1/2	3	6	3 1/2
Side or Bilge	3 1/2	3	6	3 1/2	3	6	3 1/2	3	6	3 1/2	3	6	3 1/2
Number including	9		9		9		9		9		9		9

Transoms, material iron or, if none, in what manner compensated for.
 Knight-heads iron Bulkheads, No. two Thickness of 1/16
 Hawse Timbers iron are they free from defects? yes how secured to the sides of the ship by double frames
 size of vertical angle iron and their distance apart 3 1/2 x 3 x 8/16 - 30 apart
 The Frames or Ribs extend in one length from keel to gunwale rivetted through plates with (7/8 in.) rivets, about (5) apart.
 The reverse angle irons on the floors extend in one length across the middle line from Bilge to Bilge
 on the frames iron from Bilge to gunwale
 Keelson, how are the various lengths of plates or angle irons connected? by built steps
 Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets (1 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 clencher, double or single rivetted; rivets (7/8 in.) diameter, averaging (3 1/4 in.) from centre to centre of rivets.
 Butts from Keel to turn of bilge, worked carvel with a lining piece (3/4) thick, double or single rivetted; rivets (7/8 in.) diameter, averaging (3 1/4 in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? on alternate lines
 Edges from bilge to planksheer, worked carvel with a lining piece (1) thick, double or single rivetted; rivets (7/8 in.) diameter, averaging (3 1/4 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 (1/10) thick, or clencher, double or single rivetted; rivets (7/8 in.) diameter averaging (3 1/4 in.) from centre to centre of rivets. Breadth of laps in double rivetting (4 3/4) Breadth of laps in single rivetting (4 3/4)
 Planksheer, how secured to the plating of the sides See sketch
 Waterway iron planksheer and to the Beams if necessary
 Side trussing iron breadth and thickness of plates iron how secured? See beam stringers and stringers hold
 Deck trussing iron By the plates
 Deck Beams, how secured to the side? By knee plates and stringers
 Hold or Lower Deck iron By knee plates and stringers
 Paddle iron
 No. of breasthooks iron crutches iron how are pointers compensated? By stringers connected at ends
 What description of iron is used for the angle iron and plate iron in the vessel? Best Staffordshire Builder's Signature Jones & Higgins & Co
 The side and bilge keelsons are angle iron back to back, the former has a built iron plate between 8 x 9/16

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

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? Scarcely one

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.
		<i>Admiral by hook</i>					
2	Fore Sails,	Chain gunpowder <i>test</i>	300	13/4	Bower, boats & Porter <i>1 Porter</i>	3	36-1
		" thrusty <i>board</i> test	90	1 1/2			35-1
2	Fore Top Sails,	Hempen Stream Cable 4 1/2	90	11			30-3
2	Fore Topmast Stay Sails,	Hawser 4 1/2 <i>4 1/2</i>	90	9	Stream, "....."	1	12
2	Main Sails,	Towlines	90	7			
2	Main Top Sails,	Warp	90	5	Kedge, "....."	2	5-1-2
	and <i>well bound in</i>	All of boat <i>boat</i> quality.	90	4 1/2			3-1-2

Her Standing and Running Rigging line & block sufficient in size and good 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.

DATE of Survey		DESCRIPTION
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

The steamer ship is in all respects a good ship, and is very efficiently fitted out.

In what manner are the surfaces preserved from oxidation? Inside Portland cement, outside Jones, composition.

I am of opinion this Vessel should be classed 12 A1

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

Special £58:13: - 24/12/62

Certificate (if required)£ *Guthrie*

Committee's Minute 24 December 1862

Character assigned 1 to 12 years

In 20/62
The shortcomings of this San. Sailin
appear to be in accordance with the
and she may be eligible for the Class
recommended by the Committee are satis
with there being no mention of Diagon
See plates on other San. Sailin