

IRON SHIPS.

No. 17939 Survey held at Liverpool Date Dec 3rd 1862
on the Ship "Bianca" Master G. Mc Donald

Tonnage Gross _____ Engine Room _____ Register $1387\frac{24}{100}$ Built at Liverpool

When Built 1862 By whom built Am. & Co Owners C. Moore &

Port belonging to Weymouth Destined Voyage Calcutta

Surveyed Afloat or in Dry Dock On the Leil King Slip and Sand on Graving

Feet.		Inches.		Feet.		Inches.		Feet.		Inches.		Horse No.	
Length aloft	217	1	Extreme Breadth	36	4	Depth from top of Upper Deck	25	3	Beam to top of Floor	25	3	Power of Engines

	Inches in Ship.	Inches required per Rule.	Inches in Ship.	Inches required per Rule.	16ths required
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft }	18 ✓	18			
Floors, Size of Angle Iron, and No. 2 at bottom of Floor Plate.....	5 3/2	9/16	5 3/2	9/16	9/16
" depth and thickness of Floor Plate at mid line	25 1/2 x 1/16	25 1/4 x 1/16			
" depth and thickness of Floor Plate at Bilge Keelson	13 x 1/16	5 x 1/16			
" Size of Reversed Angle Iron, and No. 1 at top of Floor Plate..	3 1/2 3	8/16 3/2 3	8/16	8/16	
Frames, Size of Angle Iron, single or double..	5 3/2	9/16	5 3/2	9/16	9/16
" Reversed Iron, N° to every frame or every other frame. 1/2	3 1/2 3	8/16 3/2 3	8/16	8/16	
Beams, Deck (N°) double Angle Iron or Bulb Iron with double Angle Iron on top	3 1/2 3 1/2	7/16 3 3/8 3 3/8	7/16	7/16	
" " depth & thickness of plate amidships	9 x 9/16	9 x 9/16			
" " double or single Angle Iron, on lower edge					
" " average space between	36 -	36 -			
" " if wood (N°) sided & moulded	-	-			
" Hold, or Lower Deck (N°) double Angle Iron or Bulb Iron with double Angle Iron on top	3 1/2 3 1/2	7/16 3 3/8 3 3/8	7/16	7/16	
" " depth & thickness of plate amidships	9 x 9/16	9 x 9/16			
" " double or single Angle Iron, on lower edge					
" " average space between	36 -	36 -			
" " if wood (N°) sided & moulded	-	-			
" Paddle, wood, sided and moulded or if Iron, size of Plate					
" Engine " " " "					
Keelson, wood, sided & moulded iron, size of plate, if Box, give sketch & dimensions	5 1/2 4 1/2	9/16 5 1/2 4 1/2	9/16	9/16	
" Side or Bilge " " " "	5 1/2 4 1/2	9/16 5 1/2 4 1/2	9/16	9/16	
" Number	One on each side	5 1/2 4 1/2	9/16	9/16	
Transoms, material or, if none, in what manner compensated for.					

Knight-heads „ Iron plates } Bulkheads, N^o. Two ✓ Thickness of 7/16 and to height of 10 ✓
Hawse Timbers „ and frames } „ how secured to the sides of the ship Double frames ✓

The Frames or Ribs extend in one length from heel to gunwale rivetted through plates with ($\frac{7}{8}$ in.) rivets, about (6 to 7) apart.

The reverse angle irons on the floors extend in one length across the middle line from bulge to bulge.
 " " " on the frames " " " from Inter coastal to to old beam stringer and alternately to
Hudson

Keelson, how are the various lengths of plates or angle irons connected? by butt straps double riveted.

Edges from Garboards to upper part of bilge, worked carvel with a lining piece (1 in. thick, ~~or~~ clencher, double or single rivotted ; rivets $\frac{7}{8}$ in.) diameter, averaging ($3\frac{1}{2}$ ins.) from centre to centre of rivets.

Butts from Keel to turn of bilge, worked carvel with a lining piece ($\frac{3}{8}$) thick, double ~~on single~~ rivetted; rivets ($\frac{7}{8}$ in.) diameter, averaging ($3\frac{1}{2}$ 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~~ ^{clench} with a lining piece ($\searrow \swarrow$) thick, double or single rivetted; rivets ($\frac{7}{8}$ in.) diameter, averaging ($3\frac{1}{2}$ in.) from centre to centre of rivets. ~~Do the lining pieces lap over and rivet through the lands of the stake below?~~

„ Butts from bilge to planksheers, worked carvel with a lining piece ($\frac{1}{4}$ in.) thick, or ~~clasher~~, double or single rivetted; rivets ($\frac{1}{8}$ in.) diameter averaging ($3\frac{1}{2}$ ins.) from centre to centre of rivets. Breadth of laps in double rivetting ($4\frac{3}{4}$ in.) Breadth of laps in single rivetting ($\frac{1}{2}$ in.)

Planksheer, how secured to the plating of the sides } Explain by sketch, } See sketch: - over
Waterway „ „ planksheer and to the Beams { if necessary. }

Side trussing _____ breadth and thickness of plates _____ how secured? *as built*

Deck trussing " " " " *3 pairs of diagonal tie plates on upper 2*
and angle iron on bottom beams.

Deck Beams, how secured to the side: By splice plates riveted to the frame.
Hold or Lower Deck, " " " " " "

Paddle " " none
No. of breasthooks — crutches — how are pointers compensated? All strings connected by the
— — — — — Is the cork iron and plate iron in the vessel? Cork Iron — Builder's Signature

What description of iron is used for the angle iron and plate iron in the vessel?

IRON 436-0133

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, except a few

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? a very few in Butts only

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 .		Total 240 Tested at Public (mostly Brand) Machine and Strain 67th " 12-2 to Public Private Test 67-12-2	Fathoms.	Inches.		N ^o .	Weight.
	Fore Sails,	Chain	300	1 1/2	Bower, <u>Cat's paws</u>	1	55
	Fore Top Sails,	Stream Cable	90	1 1/8	from stock	1	44
	Fore Topmast Stay Sails,	Hawser	90	10	Stream, <u>A & A</u>	1	38
	Main Sails,	Towlines	90	7			
	Main Top Sails,	Warp	90	6	Kedge, <u>A & A</u>	1	7
	and	All of <u>good</u> quality.				1	3

Her Standing and Running Rigging very strong sufficient in size and good in quality.

She has one Long Boat and 3 others

The present state of the Windlass is good Capstan good and Rudder good Pumps 6 of Iron, 8" & 7"

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	} Under special survey the whole time of building N ^o 209, Date of order 10 th Feb ^r 1862, first survey 8 March 1862
	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	

This vessel was framed and partly plated under Mr. Winnam's Survey, also part of hold stowage in place when first examined by me. - The character of the workman is somewhat rough and only barely up to the requirements for the Class recommended.

I may add that I have twice written the Builder, calling his attention to the same. This vessel has jumps in fore & after Compartment in lieu of stowage, as allowed by Committee Letter of the 14th Nov^r 1862.

Test of Chains produced and Admiralty proof 240 fathoms by Public Test and as Private Test.

In what manner are the surfaces preserved from oxidation?

For bay mineral paint, Portland Cement the floor of hold inside, patent paint outside

I am of opinion this Vessel should be classed 12 A1.

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

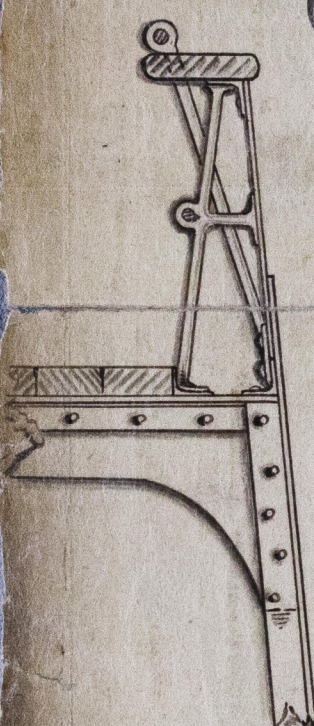
Special £ 69 : 7 : 5/6

Certificate (if required) £ Gratis

Committee's Minute 9th January 1863.

Character assigned A 1 for 12 years

If the edges of plating to the upper part of bilges are double rivetted & coarced in the above recommendations 8 Jan 65 J. R.



General sketch