

3130 IRON SHIPS.

Survey held at Northfleet Date 22nd Jan^r 1862 to Mar^r 1863
 the Paddle Steamer "Anglia" Master Prowse
 Tonnage Gross 2913 - 10 Engine Room 1207 - 65 Register 1625 - 50 Built at Stall
 When Built 1861 By whom built Samuelson Owners A. & C. R. Smith & Co
 Port belonging to London Destined Voyage _____
 Surveyed Afloat or in Dry Dock Leaving dock Northfleet

Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth from top of Upper Deck Beam to top of Floor	Feet.	Inches.	Power of Engines	Horse No.
264	9	10	40	10		20	6	10		
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	Inches in Ship.		Inches required per Rule.							
at Forward	18 1/2		18							
Floors, Size of Angle Iron, and No. 142 at bottom of Floor Plate	6 4 1/2 9/16									
depth and thickness of Floor Plate at mid line	26 1 1/2 9/16									
depth and thickness of Floor Plate at Bilge Keelson	6 4 1/2 9/16									
Size of Reversed Angle Iron, and No. 142 at top of Floor Plate	4 3 1/2 7/16									
Frames, Size of Angle Iron, single or double	6 4 1/2 9/16									
Reversed Iron, to every frame	4 3 1/2 7/16									
Beams, Deck (No. 1) double Angle Iron	2 1/2 2 1/2 5/16									
Bulb Iron with double Angle Iron on top	8 8 1/16									
depth & thickness of plate amidships	3 1/2 4 3/4 1/4 in									
double or single Angle Iron on lower edge	3 1/2 4 3/4 1/4 in									
average space between	3 1/2 4 3/4 1/4 in									
if wood (No. 1) sided & moulded	3 1/2 4 3/4 1/4 in									
Hold or Lower Deck (No. 1) double Angle Iron or Bulb Iron with double Angle Iron on top	3 1/2 4 3/4 1/4 in									
depth & thickness of plate amidships	10 8 1/16									
double or single Angle Iron on lower edge	3 1/2 4 3/4 1/4 in									
average space between	3 1/2 4 3/4 1/4 in									
if wood (No. 1) sided & moulded	2 1/2 2 1/2 5/16									
Paddle, wood, sided and moulded	3 1/2 4 3/4 1/4 in									
if Iron, size of Plate	3 1/2 4 3/4 1/4 in									
Engine	2 1/2 2 1/2 5/16									
Keelson, wood, sided & moulded, iron, size of plate, if Box, give sketch & dimensions	6 4 1/2 9/16									
Bilge	10 8 1/16									
Side, Bulb Iron	6 4 1/2 9/16									
with double Angle Iron	3 1/2 4 3/4 1/4 in									
Transoms, material or, if none, in what manner compensated for.										
Knight-heads										
Hawse Timbers										
The Frames or Ribs extend in one length from <u>Keel</u> to <u>Gunwale</u> rivetted through plates with (1/8 in.) rivets, about (1/2 in.) apart.										
The reverse angle irons on the floors extend in one length across the middle line <u>from 2 feet above main Deck stringer and the gunwale alternately</u>										
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 in.) diameter averaging (2 3/4 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 (1 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 (1 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? <u>Yes</u>										
Edges from bilge to planksheer, worked carvel with a lining piece (1 1/2 in.) thick, double or single rivetted; rivets (1 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? <u>Yes</u>										
Butts from bilge to planksheers, worked carvel with a lining piece (1 1/2 in.) thick, double or single rivetted; rivets (1 in.) diameter averaging (2 3/4 in.) from centre to centre of rivets. Breadth of laps in double rivetting (8) Breadth of laps in single rivetting (0)										
Planksheer, how secured to the plating of the sides										
Waterway										
Side trussing										
Deck trussing										
Deck Beams, how secured to the side?										
Hold or Lower Deck										
Paddle										
No. of breasthooks										
What description of iron is used for the angle iron and plate iron in the vessel?										

3130 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? Not in

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

Do the holes for rivetting plate to frames, lining pieces, or plate to plate, &c., conform well to each other? at present they do and are the rivet holes well and sufficiently countersunk in the outer plate? Yes, all newly countersunk

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

Her Masts, Yards, &c., are in exptly good condition, and sufficient in size and length.
Her two lower masts are of iron
She has SAILES.

CABLES, &c.

ANCHORS, and their weights.

N ^o .		Fathoms.	Inches.	N ^o .	Weight.
	Fore Sails,	Chain			Bower,
	Fore Top Sails,	Hempen Stream Cable			Stream,
	Fore Topmast Stay Sails,	Hawser			Kedge,
	Main Sails,	Towlines			
	Main Top Sails,	Warp			
	and	All of _____ quality.			

Being of iron
Her Standing and Running Rigging are sufficient in size and exptly good in quality.

She has X Long Boat and X

The present state of the Windlass is Steam Windlass, Capstan one large Pulley and Rudder a new main piece of 5' dia. Pumps X
and other small boats

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 Surveyed since building, and repaired for Classing -
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

Repairs and strengthening now done for the purpose of Classification &c in like manner as the Sister Ship "Columbia" was done at Birkenhead recently. The flat plate keel removed and a hanging keel introduced composed of three bars each of them $10 \times 4\frac{1}{2}$ (keel now fitted) Carboard Strakes with plates $\frac{1}{8}$ thick and well rivetted to keel and plating, also through frames, and their upper edges well fitted to projecting edges of adjoining strakes. The fourth strake out from the keel (an inside strake) is doubled with plates $\frac{1}{8}$ thick all fore and aft, the sixth strake out from the keel doubled with plates $\frac{1}{8}$ thick for a length of 235 ft amidship, the 8th strake is so doubled for 265 ft amidship, the 10th strake out is so doubled for 200 ft amidship; the 12th strake is so doubled in the fore body 120 feet in length from the stem; the 4th strake down from main gunwale is doubled with plating of the same thickness ($\frac{1}{8}$) for a length of about 242 ft amidship all the above named doubling strakes are upon inside strakes of main plating and are well fitted edgewise between the edges of the adjoining strakes. The sheer strake is doubled all fore & aft inside with plates $\frac{1}{8}$ thick and about 30 inches wide. The facing surfaces have been well coated with Red Lead, and the doubling strakes in the bottom have thin painted Canvas between the facing surfaces. A Bilge keel has been introduced upon 9th out from the keel composed of two angle bars each $7 \times 4 \times 1$ with a plate between them 4×1 extending 100 ft amidship. The Bay keelson at middle line removed and the intercostal plates at middle line which were only $\frac{5}{16}$ & $\frac{5}{16}$ thick removed and replaced with plates $\frac{1}{8}$ thick, with double angle bar $3\frac{1}{2} \times 3\frac{1}{2} \times 1$ at top and bottom and connected to floor plates by angle iron (original) $6 \times 4\frac{1}{2} \times \frac{3}{16}$, a flat or gundation plate introduced all fore and aft at middle line rivetted to angle bars, and the Bay keelson replaced upon it and rivetted sheets and to the intercostal angle bar. The Plank sheer and Waterway of original flush upper, or Spar Deck removed, a gutter Waterway now furnished, as "Purifier" the original strake plate on ends of these beams removed and replaced with a Strake plate $3\frac{1}{2} \times \frac{3}{16}$ and doubled with plates $3\frac{1}{2} \times \frac{3}{16}$ from 20 ft fore side of fore mast to 10 ft aft main mast 20 ft. The whole of the Rivets in stem Stern Post, Frames and outside plating removed, the holes re-drilled to make the same conform

In what manner are the surfaces preserved from oxidation?
Portland Cement below Bilge inside; and elsewhere, including Bottom outside, Red Lead.

Whereof opinion this Vessel should be classed A Long year to year
in accordance with Rule 33 for Iron Ships, as the
Steam Ship Columbia and Columbia have been classed
The amount of the Fee
is received by me,

Impress £24 Special £84

Certificate (if required) £ : :

Committee's Minute 5th May 18 63

Character assigned △

Carried for 6th 1
John Martin
Wm B. Davy



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Foundation