

Iron 3325

IRON SHIPS.

Rev 2/10/63

No. 2661 Survey held at Bristol Date 1 October 1863

on the Barque "William Wilson" Master William Brown

Tonnage Gross 312 ³⁶ Engine Room Register Built at Bristol

When Built August 1863 By whom built J. Hyde & Co Owners James Davidson

Port belonging to Whitehaven Destined Voyage Bristol to Saigon thence to Valparaiso

Surveyed Afloat or in Dry Dock while building

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.
	11	9		23	8		15	3		
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	18		18	18					See Sketch	
Floors, Size of Angle Iron, and No. Single at bottom of Floor Plate	3 1/2	2 1/2	5/16	3/4	2 3/4	7/16			6 3/8	2 1/2
depth and thickness of Floor Plate at mid line	15	2				9/16				
depth and thickness of Floor Plate at Bilge Keelson	moulding frames								See Sketch	
Size of Reversed Angle Iron, and No. at top of Floor Plate	2 1/2	2 1/2	5/16	2 1/2	2 1/2	5/16				
Frames, Size of Angle Iron, single or double	3 1/2	2 1/2	5/16	3/4	2 3/4	7/16				
Reversed Iron, to every frame or every frame	2 1/2	2 1/2	5/16	2 1/2	2 1/2	5/16				
Beams, Deck (N° 37) double Angle Iron or Bulb Iron with double Angle Iron on top	6	7/16				9/16				
depth & thickness of plate amidships	2 1/4	2 1/4	6/16	2	2	4/16				
double or single Angle Iron, on lower edge	3 feet									
average space between										
if wood (N°) sided & moulded										
Hold, or Lower Deck (N° 21) double Angle Iron or Bulb Iron with double Angle Iron on top	6	7/16				5/16				
depth & thickness of plate amidships	2 1/4	2 1/4	6/16	2	2	4/16				
double or single Angle Iron, on lower edge										
average space between										
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	15 x 18 x 3/4					3/4				
Side or Bilge Keelson, give sketch & dimensions	6	3	8	3/4	2 1/4	6/16				
Number of each on each side										

Keelson, material or if none, in what manner compensated for by cutters and deep plates connecting after frames.

Knight-heads "Long Wall" Bulkheads, N° 3 Thickness of 7/16 are they free from defects? Yes how secured to the sides of the ship by single frames & knees as 1st side.

Hawse Timbers "Long Wall" size of vertical angle iron and their distance apart 2 1/2 x 2 1/2 x 3/4 x 2 1/2 6 apart

The Frames or Ribs extend in one length from Keel to foremast 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 about 2 feet on each side to gunwales and to Keelson, how are the various lengths of plates or angle irons connected? by being shifted and with butt straps

Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets (3/4 ins.) 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 (3/16 in.) thick, or clencher, double or 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 (3/16) thick, double or 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 (1/2) thick, double or 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 (1/2) thick, or clencher, double or single rivetted; rivets (3/4 in.) diameter averaging (3 ins.) from centre to centre of rivets. Breadth of laps in double rivetting (4 1/2) Breadth of laps in single rivetting (2 1/2)

Planksheer, how secured to the plating of the sides Explain by sketch, See Sketch on other side

Waterway " " planksheer and to the Beams if necessary.

Side trussing breadth and thickness of plates how secured? See plates each side of Hatchways & diagonal plates 1/2 x 6/16

Deck trussing See plates each side of Hatchways & diagonal plates 1/2 x 6/16

Deck Beams, how secured to the side? By rive plates 15 x 15 x 3/16

Hold or Lower Deck " " " " " "

Paddle " " " " " "

No. of breasthooks 4 crutches 3 how are pointers compensated? by crutches

What description of iron is used for the angle iron and plate iron in the vessel? Best Crown Builder's Signature

Thomas Corydon

Builder's Signature

Wm Hyde

IRON 436-047

3325 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
 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? few

Her Masts, Yards, &c., are in good condition, and sufficient in size and length.

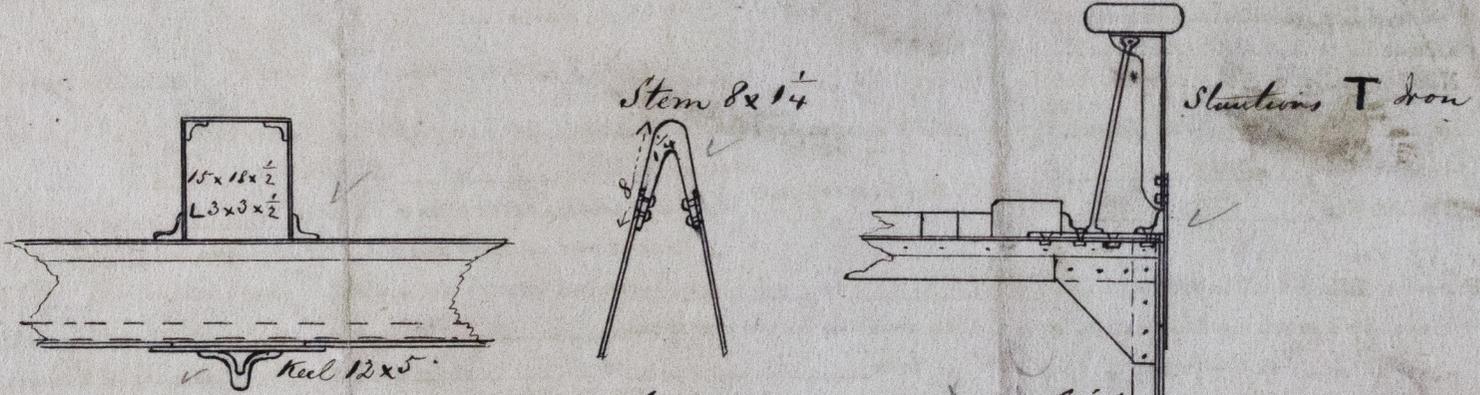
She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N ^o .		Fathoms.	Inches.	N ^o .	Weight.
<u>one</u>	Fore Sails,	Chain	210 3/4	Bower,	3 16.1.2
<u>Complete</u> <u>Set</u>	Fore Top Sails,	Hempen Stream Cable	60 13/16	Stream,	1 16.0.8
	Fore Topmast Stay Sails,	Hawser	90 5	Kedge,	1 5.0.8
	Main Sails,	Towlines	90 11		
	Main Top Sails,	Warp	90 8		
	and <u>spare sails</u>	All of <u>good</u> quality.			

Her Standing and Running Rigging Hamp sufficient in size and good in quality.
 She has one Long Boat and two other good Boats
 The present state of the Windlass is good Capstan good Rudder good Pumps two cast 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
 - 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
- } Specially
} Surveyed

This vessel was laid down in October last year. She has been built under a good Roof fulfilling the requirements of the Rules, and she has been specially surveyed. The frames and plating are all equal to the Rules for the 12 years grade, and the rivetting equal to the Rules. The Keelson (see Messrs Hays & Co letter of 15th October 1862) and Stringers in Hold are heavy. The materials and workmanship good. Ground tackle complete. Testing Certificates produced of Bower Anchors tested to 18 1/4 Tons and Chain Cable to 25 1/2 Tons at Bell & Daniels' Manufactory Bristol.



The "William Wilson" is a well built vessel in which the Rules are carried out, and having been built under a good Roof I would recommend her for the 13 A1 grade.

In what manner are the surfaces preserved from oxidation? By 3 Coats of the Jones' composition on the bottom, and Portland Cement inside to upper part of Bilges. The remainder of the plating &c by Paint.

I am of opinion this Vessel should be classed 13 A1

The amount of the Fee £4 : : is received by me,

Oct 11/63 Special £15.12

Certificate (if required) £ : :

Thomas Corydon

Committee's Minute 6th October 1863

Character assigned 1 for 13 Years

I concur in the above recommendation
 2nd Oct 1863

