

Iron 3325

## IRON SHIPS.

No. 2661 Survey held at Bristol Date 1 October 1863  
 on the Barque "William Wilson" Master William Brown  
 Tonnage Gross 312 <sup>36</sup>/<sub>100</sub> Engine Room Register Built at Bristol  
 When Built 1863 By whom built J. Hyde & Co Owners James Davidson  
 Port belonging to Whitehaven Destined Voyage Bristol to Saigon, thence to Valparaiso  
 If 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.
119	8		23	8		15	3			
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. Single at bottom of Floor Plate	Inches in ship	Inches required per Rule								
depth and thickness of Floor Plate at mid line	Inches in ship	Inches required per Rule								
depth and thickness of Floor Plate at Bilge Keelson	Inches in ship	Inches required per Rule								
Size of Reversed Angle Iron, and No. at top of Floor Plate	Inches in ship	Inches required per Rule								
Frames, Size of Angle Iron, single or double	Inches in ship	Inches required per Rule								
Reversed Iron, to every frame	Inches in ship	Inches required per Rule								
Beams, Deck (No. 37) double Angle Iron	Inches in ship	Inches required per Rule								
Bulb Iron with double Angle Iron on top	Inches in ship	Inches required per Rule								
depth & thickness of plate amidships	Inches in ship	Inches required per Rule								
double or single Angle Iron,	Inches in ship	Inches required per Rule								
on lower edge	Inches in ship	Inches required per Rule								
average space between	Inches in ship	Inches required per Rule								
if wood (No. ) sided & moulded	Inches in ship	Inches required per Rule								
Hold, or Lower Deck (No. 21) double Angle Iron or Bulb Iron with double Angle Iron on top	Inches in ship	Inches required per Rule								
depth & thickness of plate amidships	Inches in ship	Inches required per Rule								
double or single Angle Iron,	Inches in ship	Inches required per Rule								
on lower edge	Inches in ship	Inches required per Rule								
average space between	Inches in ship	Inches required per Rule								
if wood (No. ) sided & moulded	Inches in ship	Inches required per Rule								
Paddle, wood, sided and moulded or if Iron, size of Plate	Inches in ship	Inches required per Rule								
Engine	Inches in ship	Inches required per Rule								
Keelson, wood, sided & moulded, iron, size of plate, if Box, give sketch & dimensions	Inches in ship	Inches required per Rule								
Side or Bilge	Inches in ship	Inches required per Rule								
Number of each on each side	Inches in ship	Inches required per Rule								
ansoms, material	Inches in ship	Inches required per Rule								
or, if none, in what manner compensated for	Inches in ship	Inches required per Rule								
Bulkheads, No. 3	Inches in ship	Inches required per Rule								
Thickness of	Inches in ship	Inches required per Rule								
are they free from defects?	Inches in ship	Inches required per Rule								
how secured to the sides of the ship	Inches in ship	Inches required per Rule								
size of vertical angle iron and their distance apart	Inches in ship	Inches required per Rule								
The Frames or Ribs extend in one length from Keel to gunwale rivetted through plates with ( $\frac{3}{4}$ in.) rivets, about ( 6 ) apart.	Inches in ship	Inches required per Rule								
The reverse angle irons on the floors extend in one length across the middle line from about 2 feet on each side to gunwale and to	Inches in ship	Inches required per Rule								
and on the frames	Inches in ship	Inches required per Rule								
from	Inches in ship	Inches required per Rule								
Keelson, how are the various lengths of plates or angle irons connected?	Inches in ship	Inches required per Rule								
Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets ( $\frac{3}{4}$ ins.) diameter averaging ( 23 in.) from centre to centre of rivet.	Inches in ship	Inches required per Rule								
Edges from Garboards to upper part of bilge, worked carvel with a lining piece ( $\frac{3}{4}$ in.) thick, or clench, double or single rivetted; rivets ( $\frac{3}{4}$ in.) diameter, averaging ( 3 ins.) from centre to centre of rivets.	Inches in ship	Inches required per Rule								
Butts from Keel to turn of bilge, worked carvel with a lining piece ( $\frac{3}{4}$ ) thick, double or single rivetted; rivets ( $\frac{3}{4}$ 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	Inches in ship	Inches required per Rule								
Edges from bilge to planksheer, worked carvel with a lining piece ( $\frac{1}{2}$ ) thick, double or single rivetted; rivets ( $\frac{3}{4}$ 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	Inches in ship	Inches required per Rule								
Butts from bilge to planksheers, worked carvel with a lining piece ( $\frac{1}{2}$ ) thick, or clench, double or single rivetted; rivets ( $\frac{3}{4}$ in.) diameter averaging ( 3 ins.) from centre to centre of rivets. Breadth of laps in double rivetting ( 4 ) Breadth of laps in single rivetting ( 2 )	Inches in ship	Inches required per Rule								
Planksheer, how secured to the plating of the sides	Inches in ship	Inches required per Rule								
Waterway	Inches in ship	Inches required per Rule								
Side trussing	Inches in ship	Inches required per Rule								
Deck trussing	Inches in ship	Inches required per Rule								
Deck Beams, how secured to the side?	Inches in ship	Inches required per Rule								
Hold or Lower Deck	Inches in ship	Inches required per Rule								
Paddle	Inches in ship	Inches required per Rule								
No. of breasthooks	Inches in ship	Inches required per Rule								
crutches	Inches in ship	Inches required per Rule								
how are pointers compensated?	Inches in ship	Inches required per Rule								
what description of iron is used for the angle iron and plate iron in the vessel?	Inches in ship	Inches required per Rule								

Thomas Congdon

Builder's Signature

M. Hyle

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.**

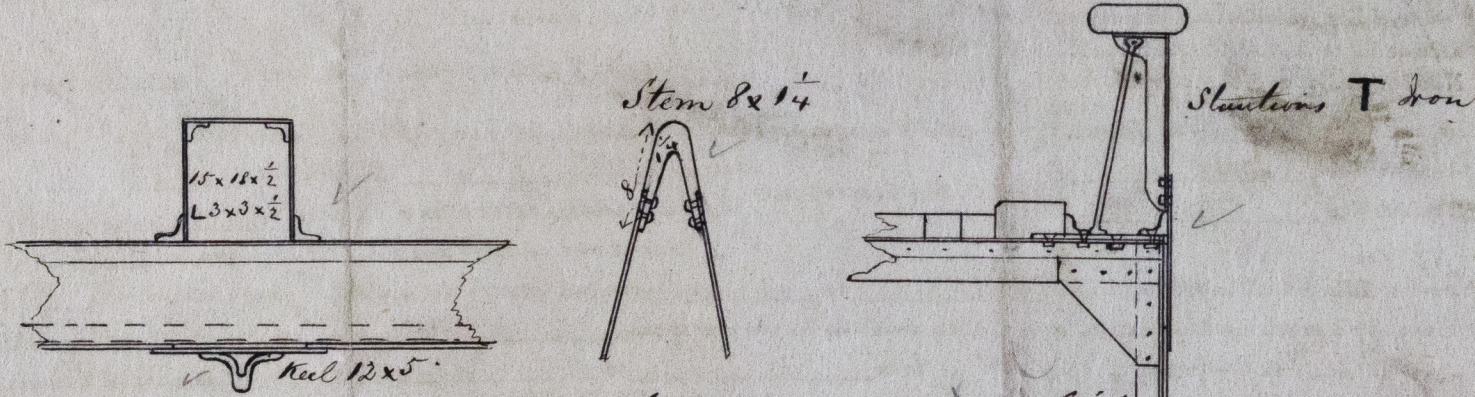
N <sup>o</sup> .			Fathoms.	Inches.		N <sup>o</sup> .	Weight.
<u>one</u>	Fore Sails,	Chain .....	<u>210</u>	<u>1 3/4</u>	Bower, .....	<u>3</u>	<u>16.1.2</u>
<u>Complete</u>	Fore Top Sails,	Hempen Stream Cable .....	<u>60</u>	<u>13 1/2</u>			<u>16.1.2</u>
<u>Suit</u>	Fore Topmast Stay Sails,	Hawser .....	<u>90</u>	<u>7</u>	Stream, .....	<u>1</u>	<u>16.0.8</u>
	Main Sails,	Towlines .....	<u>90</u>	<u>5</u>			<u>5.0.8</u>
	Main Top Sails,	Warp .....	<u>90</u>	<u>11</u>	Kedge, .....	<u>1</u>	<u>3.0.30</u>
	and <u>spare sails</u>	All of <u>good</u> quality.		<u>8</u>			

Her Standing and Running Rigging Stump 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 whisk and 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. Hyde & Co. letter of 15<sup>th</sup> 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<sup>1/2</sup> tons and Chain Cable to 25<sup>1/2</sup> tons at Bell & Daniels' Manufacturing Works.



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<sup>th</sup> 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<sup>th</sup> A1

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

Oct 11/63 Special ..... £15:12

Certificate (if required) ..... £ : :

Committee's Minute 6<sup>th</sup> October 1863

Character assigned A 1 for 13 Years

Thomas Corydon

I concur in the above recommendation  
2<sup>nd</sup> Oct 1863