

3351  
IRON SHIPS.

Rec 5/11/63

Survey held at Newcastle Date 19 Dec 12 28 Dec 13  
The ship "The Midwell" Master Thos. Hooper  
Age Gross 198 Engine Room 36.54 Register 551.94 Built at Newcastle  
en Built 1853 Launched 21 Sep 57 By whom built Witchamper & Co  
ners See Notice Port belonging to Thos. Hooper Destined Voyage to Malacca  
Surveyed Afloat on Dry Dock and while sailing

Keel	198.9	Extreme Breadth	28.0	Depth from top of Upper Deck	15.9	Power of Engines	90
Frames or Ribs from moulding	18	Inches in Ships	18	Inches required per Rule			
Moulding edge, all fore and aft							
Angle Iron, and No.	3	Inches in Ship	3 1/2	Inches required per Rule	3 1/2		
Size of Floor Plate	16 1/2	Inches in Ship	16 1/2	Inches required per Rule	16 1/2		
Thickness of Floor Plate at line	9 7/16	Inches in Ship	9 7/16	Inches required per Rule	9 7/16		
and thickness of Floor Plate at edge Keelson	3	Inches in Ship	3 1/2	Inches required per Rule	3 1/2		
of Reversed Angle Iron, and No.	3	Inches in Ship	3 1/2	Inches required per Rule	3 1/2		
at top of Floor Plate	3	Inches in Ship	3 1/2	Inches required per Rule	3 1/2		
Size of Angle Iron, single or double	3	Inches in Ship	3 1/2	Inches required per Rule	3 1/2		
Reversed Iron, if to every frame	3	Inches in Ship	3 1/2	Inches required per Rule	3 1/2		
every other frame	3	Inches in Ship	3 1/2	Inches required per Rule	3 1/2		
Deck (No. 4) double angle iron	2 1/2	Inches in Ship	2 1/2	Inches required per Rule	2 1/2		
Bulb Iron	4	Inches in Ship	4 1/2	Inches required per Rule	4 1/2		
double or single Angle Iron, on top edge	4	Inches in Ship	4 1/2	Inches required per Rule	4 1/2		
average space between	3 feet						
if wood (No. ) sided & moulded							
Hold, or Lower Deck (No. 30)	8	Inches in Ship	8 1/2	Inches required per Rule	8 1/2		
double Angle Iron, Plate, or Bulb Iron	3	Inches in Ship	3 1/2	Inches required per Rule	3 1/2		
double or single Angle Iron, on top & bottom	3	Inches in Ship	3 1/2	Inches required per Rule	3 1/2		
average space between	4 feet						
if wood (No. ) sided & moulded							
Paddle, wood, sided and moulded, or if Iron, size of Plate							
Engine							
Keelson, single plate, or intercostal	2 1/2	Inches in Ship	2 1/2	Inches required per Rule	2 1/2		
Size of Plates	3	Inches in Ship	3 1/2	Inches required per Rule	3 1/2		
Size of Angle Irons	4	Inches in Ship	4 1/2	Inches required per Rule	4 1/2		
Ditto Bilge (No. )	4	Inches in Ship	4 1/2	Inches required per Rule	4 1/2		
Transoms, material	Plate						
or, if none, in what manner compensated for							
Knight-heads, and Hawse Timbers	Plate & Chocks						
The Frames or Ribs extend in one length from	Keel						
to	Middle Line						
The reverse angle irons on the floors extend in one length across the middle line from							
to	Upper part of Bilge						
on the frames							
from							
Keelson, how are the various lengths of plates or angle irons connected	by Straps & bolts						
Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets	1/2 in.						
diameter averaging	3/4 in.						
Edges from Garboards to upper part of bilge, worked carvel with a lining piece	1/2 in.						
diameter, averaging	3 ins.						
Butts from Keel to turn of bilge, worked carvel with a lining piece	9/16 in.						
thick, double or single rivetted; rivets	3/4 in.						
diameter, averaging	3 ins.						
Do the lining pieces lap over and rivet through the lands of the strake below?	Yes						
Edges from bilge to sheerstrake, worked carvel with a lining piece	1/2 in.						
thick, or clencher, double or single rivetted; rivets	3/4 in.						
diameter, averaging	3 ins.						
Do the lining pieces lap over and rivet through the lands of the strake below?	Yes						
Edge of Sheerstrake, double or single rivetted?	Double						
Butts from bilge to planksheers, worked carvel with a lining piece	1/2 in.						
thick, double or single rivetted; rivets	3/4 in.						
diameter averaging	3 ins.						
Breadth of laps in double rivetting	4						
Breadth of laps in single rivetting	2 1/2						
Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted?	Double						
Planksheer, how secured to the plating of the sides	See tracing of bilge						
Waterway	See tracing of bilge						
Deck Beams, how secured to the side	See tracing of bilge						
Hold or Lower Deck	See tracing of bilge						
Paddle	See tracing of bilge						
No. of breasthooks	4						
crutches	5						
how are pointers compensated?							
What description of iron is used for the angle iron and plate iron in the vessel?	Angle iron "L.W. & B. Walker"						
	Plate "Corbett"						

Builder's Signature

IRON 437-0020

3357 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? Long lengths  
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? Agreed

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>1st</u>	Fore Sails,	Chain .....	<u>240 1/4</u>	<u>1st</u>	<u>24</u>
<u>2nd</u>	Fore Top Sails,	Hempen Stream Cable .....	<u>90 1/2</u>	<u>2nd</u>	<u>24</u>
<u>3rd</u>	Fore Topmast Stay Sails,	Hawser .....	<u>80 1/2</u>	<u>3rd</u>	<u>24</u>
<u>4th</u>	Main Sails,	Towlines .....	<u>40 1/2</u>	<u>4th</u>	<u>24</u>
<u>5th</u>	Main Top Sails,	Warp .....	<u>40 1/2</u>	<u>5th</u>	<u>24</u>
<u>6th</u>	and	All of <u>new</u> quality.	<u>40 1/2</u>	<u>6th</u>	<u>24</u>

Her Standing and Running Rigg Complete sufficient in size and new in quality.

She has 13 Long Boat and 10 small Gig

The present state of the Windlass is Patent Capstan new and Rudder Complete

General Remarks, Statement and Date of Repairs, extent of corrosion (if any) both internally and externally, and condition

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	<u>3 built-in</u>
	2nd.	On the plating during the progress of rivetting	<u>Special</u>
	3rd.	When the beams were in and fastened, and before the decks were laid	<u>per order No. 393</u>
	4th.	When the ship was complete, and before the plating was finally coated	
	5th.	After the ship was launched	

This vessel is built in accordance with the approved "masonry section" having with special except in the gunwale arrangement, which is made of iron with a clanking plate 12 x 1/2 wrought-iron with a butt.

The entire backbone has been cut with an opening from top of frame to floor beams and about 10 feet wide, similar to the "Johnnie's" recently chartered.

Chain Cables examined on deck.

In what manner are the surfaces preserved from oxidation? None have been treated with asphaltum - 15 bags

I am of opinion this Vessel should be classed S.A.

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

Special ..... £ 34 19  
Certificate (if required) new

Committee's Minute 6th November 1863

Character assigned A 1 for 1st Year

This Steam Steamer of 1000 appears eligible for Classification and recommended above  
Lloyd's Register Foundation