

3351

IRON SHIPS.

Rec 5/11/63

Survey held at Newcastle Date 19 Dec 12 28 Oct 13
 Name of Ship "The Midwell" Master Thos. Hoopman
 Tonnage Gross 198 Engine Room 36 1/4 Register 551 94 Built at Newcastle
 when Built 1853 Launched 21 Sep 57 By whom built Witchamper & Co
 Owners See Notice Port belonging to London Destined Voyage London
 Surveyed Afloat or in Dry Dock and while building

Feet. Inches.		Feet. Inches.		Depth from top of Upper Deck } Feet. Inches.		Horse.	
aloft <u>196 9</u>		Extreme Breadth.... <u>28</u>		Beam to top of Floor..... <u>18 9</u>		Power of Engines.... <u>90</u>	
Frames or Ribs from moulding } moulding edge, all fore and aft } Inches in Ships. <u>18</u> Inches required per Rule. <u>18</u>	Stem, if bar iron, moulding and thickness <u>1 1/2</u> 2 1/2 4 2 1/2	Stem, if plate iron, breadth and thickness <u>1 1/2</u> 2 1/2 4 2 1/2	Stern-post, if bar iron, moulding and thickness <u>4</u> 5 1/2 7 5 1/2	" " if plate iron breadth and thickness	Keel, if bar iron, depth and thickness	" " if plate iron, breadth and thickness <u>30</u> 15 1/2 30 14 1/2	Garboard Plates, Description of Iron. Breadth and thickness
Reversed Angle Iron, and No. <u>4</u> at top of Floor Plate. <u>3</u> <u>3 1/2</u> <u>4</u> <u>3 1/2</u>	From Garboard to upper part of Bilge.....	From upper part of Bilge to Sheerstrakes.....	Sheerstrakes, Breadth and thickness	Butt Straps to outside plating Breadth and thickness	Planksheers <u>See section</u>	Gunwale Plate or Stringer on ends of Up. Dk Beams <u>stamped</u> <u>30</u> <u>15 1/2</u> <u>30</u> <u>14 1/2</u>	Angle Iron on ditto.....
Size of Angle Iron, single or double. <u>4</u> <u>3 1/2</u> <u>4</u> <u>3 1/2</u>	Diagonal Tie Plates on Beams	Waterway	Deck.....	Ceiling in Hold <u>Flat - New Pine</u> <u>2 1/2</u>	Ceiling betwixt Decks	Beam Clamps or Spircketting	" Shelf
Reversed Iron, if to every frame or every other frame. <u>3</u> <u>3 1/2</u> <u>3</u> <u>2 1/2</u>	Deck (No. <u>4</u>) double height iron	Double Bulb Iron. <u>2 1/2</u> <u>2 1/2</u> <u>1 1/2</u> <u>2 1/2</u> <u>2 1/2</u> <u>2 1/2</u>	" double or single Angle Iron, on top edge.....	" average space between	" if wood (No.) sided & moulded	Hold, or Lower Deck (No. <u>30</u>) double Angle Iron, Plate, or Bulb Iron	" double or single Angle Iron on top & bottom
Size of Angle Iron, single or double. <u>4</u> <u>3 1/2</u> <u>4</u> <u>3 1/2</u>	Stringer or Tie Plates outside Hatchways	Deck Beam Clamps or Spircketting..	Deck, Lower	Deck, Upper, how fastened to Beams <u>As per Rule</u>	Bulkheads, No. <u>Three</u> Thickness of <u>5/16 - 1/4</u>	" how secured to the sides of the ship <u>to double frames</u>	" size of vertical angle iron and their distance apart <u>3 x 3 x 3/16 - 2 - 5</u>
Reversed Iron, if to every frame or every other frame. <u>3</u> <u>3 1/2</u> <u>3</u> <u>2 1/2</u>	Stringers in Hold	Stringers in Hold	Deck, Upper, how fastened to Beams <u>As per Rule</u>	Bulkheads, No. <u>Three</u> Thickness of <u>5/16 - 1/4</u>	" how secured to the sides of the ship <u>to double frames</u>	" size of vertical angle iron and their distance apart <u>3 x 3 x 3/16 - 2 - 5</u>	" size of vertical angle iron and their distance apart <u>3 x 3 x 3/16 - 2 - 5</u>
Size of Angle Irons. <u>4</u> <u>4 1/2</u> <u>4 1/2</u> <u>3 1/2</u>	Transoms, material <u>Plate</u> or, note, in what manner compensated for.	Knight-heads, and Hawse Timbers <u>Plate & Chocks</u>	The Frames or Ribs extend in one length from <u>Keel</u> to <u>Moulding</u>	The reverse angle irons on the floors extend in one length across the middle line from <u>Keel</u> to <u>Moulding</u>	" " " on the frames " " " from <u>Keel</u> to <u>Moulding</u>	Keelson, how are the various lengths of plates or angle irons connected? <u>by straps & bolts</u>	Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets (<u>1/2</u> in.) diameter averaging (<u>3 1/2</u> in.) from centre to centre of rivet.
Ditto Bilge (No. <u>4</u>)	Edges from Garboards to upper part of bilge, worked carvel with a lining piece (<u>1/2</u> in.) thick, or clencher, double or single rivetted; rivets (<u>3/4</u> in.) diameter, averaging (<u>3</u> ins.) from centre to centre of rivets.	Butts from Keel to turn of bilge, worked carvel with a lining piece (<u>9/16</u> in.) thick, double or single rivetted; rivets (<u>3/4</u> in.) diameter, averaging (<u>3</u> ins.) 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 sheerstrake, worked carvel with a lining piece (<u>1/2</u> in.) thick, or clencher, double or single rivetted; rivets (<u>3/4</u> in.) diameter, averaging (<u>3</u> 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>	Edge of Sheerstrake, double or single rivetted? <u>Single</u>	Butts from bilge to planksheers, worked carvel with a lining piece (<u>1/2</u> in.) thick, double or single rivetted; rivets (<u>3/4</u> in.) diameter averaging (<u>3</u> ins.) from centre to centre of rivets. Breadth of laps in double rivetting (<u>4</u>) Breadth of laps in single rivetting (<u>2 1/2</u>)	Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted? <u>Single</u>	Planksheer, how secured to the plating of the sides { Explain by sketch } <u>See tracing of headship</u>
Transoms, material <u>Plate</u> or, note, in what manner compensated for.	Waterway " " planksheer and to the Beams { if necessary. } <u>See section of headship</u>	Deck Beams, how secured to the side? <u>Single plate lines rivetted to frames</u>	Hold or Lower Deck " <u>as</u>	Paddle " <u>as</u>	No. of breasthooks <u>4</u> crutches <u>5</u> how are pointers compensated? <u>as</u>	What description of iron is used for the angle iron and plate iron in the vessel? <u>Angle iron "L.W. & B Walker"</u> <u>Plate iron "Cornwall"</u>	Builder's Signature <u>W. Walker</u>

1200437-0020

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 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? None

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

SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N ^o .		Fathoms.	Inches.	N ^o .	Weight.
<u>One</u>	Fore Sails,	Chain	<u>270</u> $\frac{1}{4}$	<u>one Patent</u>	<u>2</u> <u>24</u>
<u>Complete</u>	Fore Top Sails,	Hempen Stream Cable	<u>90</u> $\frac{1}{2}$	<u>Common</u>	<u>1</u> <u>24</u>
<u>One</u>	Fore Topmast Stay Sails,	Hawser	<u>80</u> $\frac{1}{2}$	<u>Stream</u>	<u>1</u>
	Main Sails,	Towlines	<u>70</u> $\frac{1}{2}$	<u>Kedge</u>	<u>Common</u>
	Main Top Sails,	Warp	<u>70</u> <u>4</u>		
	and	All of <u>new</u> quality.			

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

She has one life 23 Long Boat and Tolly 21 and a Gig

The present state of the Windlass is Patent Capstan one and Rudder Complete 3 deck Pump one and one one

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
 - 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
- 3 built in
Special Sur
per order No. 393

This vessel is built in accordance with the approved "masonry section" herein with special except in the Gunwale arrangement, which is now formed with a doubling plate $12 \times \frac{1}{2}$ wrought-iron with a butt.

The entire bulkhead has been cut with an opening from top of Taut to Head beams and about 10 feet wide, similar to the "Johnnie's" recently classed.

Chain Cables examined on deck.

In what manner are the surfaces preserved from oxidation? None have inside asphaltum - to be yes

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

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

Special £ 34 19
Certificate (if required) None

Committee's Minute 6th November 1863

Character assigned A 4 for 1 year

W. L. L. L.

This Screw Steamer of Iron appears eligible for Classing as recommended above



Mr. John Finlayson, 49 Great Exchange Street, London