

IRON SHIPS.

No. _____ Survey held at London Date July 4th to Dec^r 17th 1863
on the 43^{1/2} "Merle" Master John Madron
Tonnage Gross _____ ~~Engine Room~~ Register 281 ⁴⁰/₁₀₀ Built at Ile of Dogs
When Built 1863 By whom built Westwood & Baily Owners Scrutton, Sons & Co
~~now~~ 28 Part belonging to London Destined Voyage Grenada
If Surveyed Afloat or in Dry Dock While building S.S

[illegible]

Transoms, material *Iron* or, if none, in what manner compensated for.

Knight-heads ,, } *Leak.* } are they free from defects?
Hawse Timbers ,, }

Bulkheads, N^o. one Thickness of 4/16

The Ribs extend in one length from *Kiel* to *Gunnwall* rivetted through plates with ($\frac{3}{4}$ in.) rivets, about (*6*) apart.

The reverse angle irons on the floors extend ~~in one length~~ across the middle line from *hedge to hedge*

Keelson, if wood, length of scarf / if iron, how are the various lengths connected? shifted & bolt straps

Plates, Garboard, double ~~or single~~ rivetted to keel, with rivets ($\frac{1}{2}$ ins.) diameter averaging ($\frac{1}{4}$ in.) from centre to centre of rivet.

edges from Garboards to turn of bilge, worked ~~cargol with a lining piece (in.) thick, or~~ clencher, double ~~or single~~ rivetted; rivets ($\frac{3}{4}$ in.) diameter, averaging (3 ins.) from centre to centre of rivets.

butts from Garboards to turn of bilge, worked carvel with a lining piece ($\frac{9}{16}$) thick, double ~~or single~~ rivetted; rivets ($\frac{3}{4}$ in.) diameter, averaging ($2\frac{1}{2}$ ins.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? *no*

edges from bilge to wales, worked ~~cover with a lining piece () thick, or~~ clencher, double or single rivetted; rivets ($\frac{3}{4}$ in.) diameter, averaging (3 ins.) from centre to centre of rivets.

butts from bilge to wales, worked carvel with a lining piece ($\frac{7}{16}$) thick, double ~~on single~~ rivetted; rivets ($\frac{3}{4}$ in.) diameter, averaging ($\frac{3}{4}$ in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? *no*

edges of wales and to planksheers, worked ~~carvel with a lining piece () thick, or~~ clencher, double ~~or~~ single rivetted; rivets ($\frac{3}{4}$ in.) diameter averaging (3 ins.) from centre to centre of rivets.

Planksheer, how secured to the plating of the sides (Explain by sketch,)

Waterway „ „ planksheer and to the Beams } *if necessary.*

Side trussing	breadth and thickness of plates	how secured
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Deck trussing	"	"	"	"	"	"	#
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Deck Beams, how secured to the side *Knee plates welded to beams & riveted to hull*

Hold " "

[illegible]

No. of breasthooks *sufficient* crutches ~~how are pointers compensated.~~

What description of iron is used for the angle iron and bar iron in the vessel? *150 lb*
in above

Builder's Signature

Lloyd's Register

120N437-0092

3425 Iron

Workmanship. Are the lands or laps of the clenchwork in all cases sufficiently wide to take the rivets and support the strain on them? *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 all solid with sliver pieces, or are they in short lengths? *solid*
 Do the holes for rivetting plate to lining piece, or plate to plate, &c., answer 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? *very few*
 Was the plating caulked internally in the wake of the frames or ribs? *no*

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

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N ^o .			Fathoms.	Inches.	N ^o .
a full set and in fine	Fore Sails,	Chain <i>proved 22 3/4</i>	210	1 8	Bower, <i>Rodgers Old Pat.</i> 3
	Fore Top Sails,	Hempen Stream Cable	80	7	
	Fore Topmast Stay Sails,	Hawser <i>chain</i>	60	7 8	Stream, 1
	Main Sails,	Towlines	80	5 1/2	
	Main Top Sails,	Warp	120	3	Kedge, 2
		All of <i>best</i> quality.			

Her Standing and Running Rigging *Hemp* sufficient in size and *good* in quality.

She has *one* Long Boat and *one Pinnace*

The present state of the Windlass is *Patent Capstan* *Winch* and Rudder *good* Pumps *two of Iron*

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	} <i>S.S. while building</i> <i>July 4th to Dec 17th</i> <i>1863</i>
	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	

This vessel has been built under Special Survey she has a raised quarter deck 2ft 6 inches high in accordance with the Rules — The bottom inside is coated to the upper part of bilges, on one side with Westwood & Co's asphalt and on the opposite side with Portland Cement —

The anchors and chains have been tested to the above named strains, see Certificates appended

In what manner are the surfaces preserved from oxidation? *by Red Lead*

I am of opinion this Vessel should be classed *✱ 12 A 1 or ✱ A 1*

The amount of the Fee *£ 3* is received by me,

Special *£ 14*

Certificate (if required) *£*

Committee's Minute *29th December 1863*

Character assigned *A 1*



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Foundation