

# IRON SHIPS.

3425  
25896

No. \_\_\_\_\_ Survey held at London Date July 4<sup>th</sup> to Dec-17<sup>th</sup> 1863  
 on the 43<sup>1/2</sup> "Merle" Master John Madron  
 Tonnage Gross Engine Room \_\_\_\_\_ Register 281 <sup>40</sup>/<sub>100</sub> Built at Isle of Dogs  
 When Built 1863 By whom built Westwood & Bailey Owners Scrutton, Sons & Co  
 Part belonging to London Destined Voyage Grenada  
 Surveyed Afloat or in Dry Dock While building S.S

Revised 12/1863

Length aloft	Feet. Inches.	Extreme Breadth	Feet. Inches.	Depth from Beam to top of Floor	Feet. Inches.	Power of Engines	Horse No.
<u>141</u> <i>to fore part of stem 135.0</i>	<u>7</u>	<u>25</u>	<u>3 1/2</u>	<u>12</u>	<u>8</u>	<u>10</u>	
Distance between Floors amidships	<u>21</u>		<u>21</u>				
Stem, if bar iron, moulding and thickness	<u>8</u>		<u>2</u>		<u>6</u>	<u>2</u>	
Stern-post, if bar iron, moulding and thickness	<u>6</u>		<u>2 3/4</u>		<u>6</u>	<u>2</u>	
Keel, if bar iron, depth and thickness	<u>8 1/2</u>		<u>7/8</u>		<u>1</u>	<u>3/8</u>	
Garboard Plates, thickness					<u>9/16</u>	<u>9/16</u>	
Bilge					<u>8/16</u>	<u>8/16</u>	
Wales					<u>7/16</u>	<u>7/16</u>	
Planksheers					<u>20</u>	<u>16 3/4</u>	<u>7/16</u>

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

Knight-heads } Leak } are they free from defects? Bulkheads, N<sup>o</sup>. one Thickness of 4/16

Hawse Timbers } }

The Ribs extend in one length from Keel to Gunwall 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 help to bilge to deck

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

Plates, Garboard, double or single rivetted to keel, with rivets (1 ins.) diameter averaging (4 in.) from centre to centre of rivet.

edges from Garboards to turn of bilge, worked carvel with a lining piece (1 in.) thick, or clencher, double or single rivetted; rivets (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 (2/16) 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? no

edges from bilge to wales, worked carvel with a lining piece (1 in.) thick, or clencher, double or single rivetted; rivets (3/4 in.) diameter, averaging (3 ins.) from centre to centre of rivets.

butts from bilge to wales, worked carvel with a lining piece (9/16) 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? no

edges of wales and to planksheers, worked carvel with a lining piece (1 in.) thick, or clencher, double or single rivetted; rivets (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

Deck trussing " " " "

Deck Beams, how secured to the side "knee" plates welded to beams & rivetted to ribs

Hold " " " "

Paddle " " " "

No. of breasthooks sufficient crutches how are pointers compensated? as above

What description of iron is used for the angle iron and bar iron in the vessel? Best as above

Lloyd's Register  
 Builder's Signature  
Westwood & Bailey

IRON 437-0092

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 <sup>o</sup> .		Tons	Fathoms.	Inches.	N <sup>o</sup> .	Weight.	
a full set and	Fore Sails,	Chain <i>proved 22 3/4</i>	210	1 8	Bower, <i>Rodgers Old Pat.</i>	3	12.2.14
	Fore Top Sails,	Hempen Stream Cable	80	7			11.1.10
	Fore Topmast Stay Sails,	Hawser <i>chain</i>	60	7 8	Stream,	1	4.3.24
	Main Sails,	Towlines	80	5 1/2			2.1.10
	Main Top Sails,	Warp	20	3	Kedge,	2	1.2.7
		All of <i>best</i> quality.					

Her Standing and Running Rigging *is true* *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 } *S.S. while building*  
 2nd. On the plating during the progress of rivetting }  
 3rd. When the beams were in and fastened, and before the decks were laid } *July 4<sup>th</sup> to Dec-17<sup>th</sup>*  
 4th. When the ship was complete, and before the plating was finally coated }  
 5th. After the ship was launched } *1863*

*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 *\*A1 or \*A1*

The amount of the Fee .....£ *3* is received by me,  
 Special .....£ *14.1*  
 Certificate (if required) .....£

*John W. Brown*

Committee's Minute *29<sup>th</sup> December 1863*

Character assigned *A1*

*MA*

