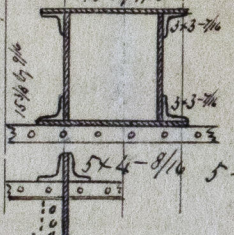


# IRON SHEET 3533

No. 18639 Survey held at Liverpool Date Sept 19/63 March 30<sup>th</sup> 1864  
 on the Ship Van Capellen Master Sewell  
 Tonnage Gross 834<sup>28</sup>/<sub>100</sub> Under Main St. 783<sup>86</sup>/<sub>100</sub> Break'd House 51<sup>14</sup>/<sub>100</sub> Engine Room Register 834<sup>28</sup>/<sub>100</sub> Built at Liverpool  
 When Built 1863 & 1864 By whom built Thos Vernon & Son Owners Sandbach & Co  
 Port belonging to Liverpool Destined Voyage Australia  
 If Surveyed Afloat or in Dry Dock Whilst building under Special Survey.

Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth from top of Upper Deck	Feet.	Inches.	Beam to top of Floor	Feet.	Inches.	Power of Engines	Horse No.
184	6		30			20							
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	21-8 1/2			21			21						
Floors, Size of Angle Iron, and No. at bottom of Floor Plate	4 1/2	3	8 1/6	4 1/2	3	8 1/6							
depth and thickness of Floor Plate at mid line	21	9 1/6	9 1/6	20 3/4	9 1/6	9 1/6							
depth and thickness of Floor Plate at Bilge Keelson	15												
Size of Reversed Angle Iron, and No. at top of Floor Plate	3	3	7 1/6	3	3	7 1/6							
Frames, Size of Angle Iron, single or double	4 1/2	3	8 1/6	4 1/2	3	8 1/6							
Reversed Iron, to every frame	3	3	7 1/6	3	3	7 1/6							
Beams, Deck (N <sup>o</sup> . 52) double Angle Iron	8	8 1/6	7 1/2	7 1/6	full								
Bulb Iron with double Angle Iron on top	2 3/4	3	6 1/6	2 3/4	3	6 1/6							
depth & thickness of plate midships	2 3/4	3	6 1/6	2 3/4	3	6 1/6							
double or single Angle Iron	2 3/4	3	6 1/6	2 3/4	3	6 1/6							
on lower edge	3	6		3	6								
average space between	3	6		3	6								
Keelson (N <sup>o</sup> . 49) sided & moulded													
Hold, or Lower Deck (N <sup>o</sup> . 49) double Angle Iron or Bulb Iron with double Angle Iron on top	8	8 1/6	7 1/2	7 1/6	full								
depth & thickness of plate midships	2 3/4	3	6 1/6	2 3/4	3	6 1/6							
double or single Angle Iron	2 3/4	3	6 1/6	2 3/4	3	6 1/6							
on lower edge	3	6		3	6								
average space between	3	6		3	6								
Keelson (N <sup>o</sup> . 49) sided & moulded													
Planks, wood, sided and moulded													
with iron, size of plate													
Engines													
Keelson, wood, sided & moulded, iron, size of plate, Box, give sketch & dimensions													
Side or Bilge													
Number													



Transoms, material None or, if none, in what manner compensated for. Stringers  
 Knight-heads None Bulkheads, N<sup>o</sup>. 2 to Upper St. Thickness of 6 1/6  
 Hawse Timbers None are they free from defects? Yes how secured to the sides of the ship Single Rib & three plates  
 size of vertical angle iron and their distance apart 3 x 3 - 7 1/6 - 2 - 6  
 The Frames or Ribs extend in one length from Keel to Gunwale rivetted through plates with (7/8 in.) rivets, about (7) apart.  
 The reverse angle irons on the floors extend in one length across the middle line from flat of bottom to above the bilge on the opposite side  
 on the frames from bilge to above hold beams & to upper deck beams on alternate ribs  
 Keelson, how are the various lengths of plates or angle irons connected? Butt shape  
 Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets (7/8 ins.) diameter averaging (3 1/2 ins.) from centre to centre of rivet.  
 Edges from Garboards to upper part of bilge, worked carvel with a lining piece (in) thick, or clench, double or single rivetted; rivets (7/8 in.) diameter, averaging (3 1/2 ins.) from centre to centre of rivets.  
 Butts from Keel to turn of bilge, worked carvel with a lining piece (10 1/2 x 1 1/4) thick, double or single rivetted; rivets (7/8 in.) diameter, averaging (3 1/2 ins.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? Yes in alternate strakes  
 Edges from bilge to planksheer, worked clench with a lining piece (in) thick, double or single rivetted; rivets (7/8 in.) diameter, averaging (3 1/2 ins.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? Yes in alternate strakes  
 Butts from bilge to planksheers, worked carvel with a lining piece (10 1/2 x 5 1/2 - 21 - 1/6 - 1/6 - 1/6) thick, or clench, double or single rivetted; rivets (7/8 in.) diameter averaging (3 1/2 ins.) from centre to centre of rivets. Breadth of laps in double rivetting (5) Boarding laps in single rivetting ( )  
 Planksheer, how secured to the plating of the sides Explain by sketch  
 Waterway None planksheer and to the Beams if necessary  
 Side trussing None breadth and thickness of plates None how secured? None  
 Deck trussing 1 1/2 x 1 1/4 " " " " 6 Pairs of diagonal tie plates on both decks  
 Deck Beams, how secured to the side? Rivetted to frames and stringer plates  
 Hold or Lower Deck Rivetted to frames and stringer plates  
 No. of breasthooks None crutches None how are pointers compensated? Keelsons, stringer plates & Rib but connected  
 What description of iron is used for the angle iron and plate iron in the vessel? Miner's Iron Builder's Signature Thomas Vernon & Son



Workmanship. Are the lands or laps of the clean

edges and butts, ~~and are these rivets~~

3533 Iron  
breadth at least five times the diameter of the rivets in double rivetted

Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies? Well fitted

Do the fillings between the ribs and plates fill in solid with single pieces, or are they in short lengths of various thicknesses? Solid pieces

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? A few in butts only

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>.

Fore Sails,

Fore Top Sails,

Fore Topmast Stay Sails,

Main Sails,

Main Top Sails,

Chain

Hempen Stream Cable

Hawser

Towlines

Warp

All of good quality.

Bower,

Stream,

Kedge,

N<sup>o</sup>.

Weight.

3

1

2

2

2

2

and

Her Standing and Running Rigging are sufficient in size and good in quality.

She has one Long Boat and three others

The present state of the Windlass is greenheart Capstan 282 lb and Rudder good Pumps three

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

The Upper Deck runs to within 8 feet from the stempost, has a half poop overlapping Main Deck 35 feet. 4 ft 6 in high at the sides of ship and forming a Deck house in the centre.

The upper Deck stringer is much wider than required, and has a doubling plate 14 in by 8 in extending about 130 feet in the midship body, the butts double and bevel rivetted.

The Intercostal Keelson plate 18 x 3/4 at the bilges, also the Bulb Iron 6 x 3/4 between the double angle Iron stringer in lower hold are an excess of the Rules. Butt straps of Sheershafts take the frames abaft and before the butts. Pieces of Rib Angle Iron extend across the middle line rivetted through the Garboardstrake, floor plates and frames.

There are 6 pairs of diagonal Tie Plates on both sides. She is in my opinion entitled to be classed as stated below

In what manner are the surfaces preserved from oxidation? Red paint & cement.

I am of opinion this Vessel should be classed

A1

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

Special ..... £ 41 : 15 : 4/4/64

Certificate (if required) ..... £

Committee's Minute Sped. 5<sup>th</sup> April 1864

Character assigned

A1

Brilliant S.S.  
(A.C.P.)

Leahouse Martindale



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Foundation