

IRON SHIPS.

No. 1251 Survey held at Llanelli Date 24 July 1864 to 27 April 1864
 on the SS "Oliver Cromwell" Master Mr. Marcell Jones
 Tonnage Gross 414 66/100 Engine Room Llanelli Built at Llanelli
 When Built 1864 By whom built W. H. Nevill Owners David Jones
 Port belonging to Llanelli Destined Voyage South American
 Surveyed Afloat or in Dry Dock while building Launched 9 March

Length aloft	Feet. Inches.	Extreme Breadth	Feet. Inches.	Depth from top of Upper Deck Beam to top of Floor	Feet. Inches.	Power of Engines	Horse No.
153		25	100	16	3 1/2		
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	Inches in Ship.	Inches required per Rule.					
	19	18					
Floors, Size of Angle Iron, and No. <u>one</u> at bottom of Floor Plate	Inches in Ship.	Inches required per Rule.	16ths required per Rule.				
	3 1/2	2 3/4	7/16	5 1/2	2 3/4	7/16	
depth and thickness of Floor Plate at mid line	18 1/2	7/16	16	7/16			
depth and thickness of Floor Plate at Bilge Keelson	3 1/2	7/16	3 1/2	7/16			
Size of Reversed Angle Iron, and No. <u>one</u> at top of Floor Plate	2 3/4	2 1/2	7/16	2 3/4	2 1/2	7/16	
Frames, Size of Angle Iron, single or double	3 1/2	2 3/4	7/16	3 1/2	2 3/4	7/16	
Reversed Iron, <u>to every frame</u>	2 3/4	2 1/2	7/16	2 3/4	2 1/2	7/16	
Beams, Deck (No. <u>44</u>) double Angle Iron	2 7/16	2 3/16	7/16	2 7/16	2 3/16	7/16	
Bulb Iron with double Angle Iron on top	6 1/4	7/16	6 1/4	7/16			
depth & thickness of plate amidships							
double or single Angle Iron,							
on lower edge							
average space between	3 feet						
if wood (No.) sided & moulded							
Hold, or Lower Deck (No. <u>62</u>)	2 7/16	2 3/16	7/16	2 7/16	2 3/16	7/16	
double Angle Iron Bulb Iron							
with double Angle Iron on top	6 1/4	7/16	6 1/4	7/16			
depth & thickness of plate amidships							
double or single Angle Iron,							
on lower edge							
average space between	2 3/4	Frame alternately					
if wood (No.) sided & moulded							
Paddle, wood, sided and moulded							
or if Iron, size of Plate							
Engine							
Keelson, wood, sided & moulded, iron, size of	11 1/2	1 1/16	8	1 1/16			
plate, if <u>Box</u> , give sketch & dimensions							
Side or Bilge	3 1/2	2 3/4	7/16				
Number							

Transoms, material none or, if none, in what manner compensated for
 Knight-heads rivetted across stern from side to side Bulkheads, No. 2 Thickness of 7/16
 Hawse Timbers are they free from defects? yes how secured to the sides of the ship between two frames
 size of vertical angle iron and their distance apart 4 1/2 - 2 ft 6 in
 The Frames or Ribs extend in one length from keel to gunwale rivetted through plates with (3/4 in.) rivets, about (6 in) apart.
 The reverse angle irons on the floors extend in one length across the middle line from 2 1/2 in side keelson to upper part of bilge & gunwale alternately
 " " " on the frames " " " from 2 1/2 in side keelson to upper part of bilge & gunwale alternately
 Keelson, how are the various lengths of plates and angle irons connected? with butt straps 13 in long by 7/16
 Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets (1 in.) diameter averaging (3 1/4 in.) from centre to centre of rivet.
 Edges from Garboards to upper part 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 Keel to turn of bilge, worked carvel with a lining piece (7/16) 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? yes
 Edges from bilge to planksheer, worked carvel with a lining piece (1 in) 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? yes
 Butts from bilge to planksheers, worked carvel with a lining piece (7/16) thick, or clencher, double or single rivetted; rivets (3/4 in.) diameter averaging (2 1/4 ins.) from centre to centre of rivets. Breadth of laps in double rivetting (4) Breadth of laps in single rivetting (2 1/2)
 Planksheer, how secured to the plating of the sides Explain by sketch, Planksheers & waterway
 Waterway " " planksheer and to the Beams if necessary. in one secured to sides by angle irons 3 1/2 x 2 1/4 x 7/16
 Side trussing breadth and thickness of plates how secured?
 Deck trussing " " " " ?
 Deck Beams, how secured to the side? By hammering turned down 18 in long taking 4 rivets
 Hold or Lower Deck " " " " ?
 Paddle " " " " ?
 No. of breasthooks 4 crutches and how are pointers compensated? By deep floor plates, plate on Bilge keelson
 What description of iron is used for the angle iron and plate iron in the vessel? Old Lodge Iron Co Builder's Signature W. H. Nevill

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? fill in solid with single 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? very few in the butts

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

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N ^o .		Proof	Fathoms.	Inches.	N ^o .
2	Fore Sails,	Chain 41.0.0.0	240	1 1/2	1
2	Fore Top Sails,	Stream Cable 14.0.0.0	90	1 1/8	1
2	Fore Topmast Stay Sails,	Hempen Stream Cable 14.0.0.0	90	10	1
1	Main Sails,	Hawser 90	6 1/2	Stream, 1	4.2.0
2	Main Top Sails,	Towlines 90	5 1/2	Kedge, 1	4.1.13
and all other necessary Sails		Warp 90	4 1/2	1	2.2.0
		All of <u>good</u> quality.			

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

She has one Long Boat and 2 other Boats

The present state of the Windlass is new, fitted with patent purchase Capstan 3 Iron & 2 1/2 Bar & Trunkies and Rudder good Pumps 2 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

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

Specially Surveilled

This vessel has been specially surveyed while building & the supplementary surveys regularly held.

The double rivetting in edges of plates in upper part of bilge, not being in our opinion carried sufficiently high by one band, the strainers above bilge keelsons have been introduced as compensation.

The iron of which this ship is built is manufactured by W & A Mill & stamped "Old Lodge Iron Co"

Certificates of proof to Admiralty, test have been produced for anchors & chains. The third Bower anchor is lighter than specified by the rules, but the Bower Chain is much heavier.

We beg to recommend this ship to the Committee's consideration for 12 1/4 T.

In what manner are the surfaces preserved from oxidation? The flat inside with Portland Cement to turn of bilge, above with Red Lead. Outside with Red Lead & Peacock's Composition.

I am of opinion this Vessel should be classed 12 1/4 T.

The amount of the Fee £ 15 : : : is received by me,

Special £ 20 : 14 : :

Certificate (if required) £ : : :

Committee's Minute 3rd May 1864

Character assigned A 1 for 12 1/4 tons

Wm. Johnson

Thomas Congdon