

IRON SHIPS.

3503

No. 1251 Survey held at Llanelli Date 24 July 1864 to 27 April 1864
 on the SS "H.M. Cromwell" Master A. Marber Esq.
 Tonnage Gross _____ Engine Room _____ Register 414 ⁶⁶/₁₀₀ Built at Llanelli
 When Built 1864 By whom built W. H. Nevill Owners David Jones
 Port belonging to Llanelli Destined Voyage South America
 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	²⁵ / ₁₀₀	16	³ / ₂					
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	Inches in Ship		Inches in Ship		Inches required per Rule		Inches required per Rule		Inches. 16ths. Inches. 16ths. In Ship. In Ship. required per Rule. required per Rule.					
	18		18		18		18		6 1/2 2 1/2 6 1/2 2 1/2					
Floors, Size of Angle Iron, and No. <u>one</u> at bottom of Floor Plate	3 1/2	2 3/4	7/16	5/16	2 3/4	7/16			Stem, if bar iron, moulding and thickness					
depth and thickness of Floor Plate at mid line	18 1/2		7/16	16	7/16			if plate iron, breadth and thickness						
depth and thickness of Floor Plate at Bilge Keelson	5 1/2		7/16	3 1/2	8/16			Stern-post, if bar iron, moulding and thickness						
Size of Reversed Angle Iron, and No. <u>one</u> at top of Floor Plate	2 3/4	2 1/2	4/16	2 3/4	2 1/2	4/16			if plate iron, breadth and thickness					
Frames, Size of Angle Iron, single <u>or double</u>	3 1/2	2 3/4	7/16	3 1/2	2 3/4	7/16			Keel, if bar iron, depth and thickness					
Reversed Iron, <u>1/2</u> to every frame	2 3/4	2 1/2	4/16	2 3/4	2 1/2	4/16			if plate iron, breadth and thickness					
Beams, Deck (N ^o . <u>44</u>) <u>double Angle Iron</u>	2 7/16	2 3/16	4/16	2 7/16	2 3/16	4/16			Garboard Plates, thickness..					
Bulb Iron with double Angle Iron on top	6 1/4		7/16	6 1/4	7/16			From Garboard to upper part of Bilge		Description of Iron.				
depth & thickness of plate amidships								From upper part of Bilge to Sheerstrakes		Old Lodge Iron C ²				
double or single Angle Iron, on lower edge								Sheerstrakes		24 19/16 24 19/16				
average space between	3 feet								Breadth & thickness of Butt Straps to outside plating		9/16 9/16			
if wood (N ^o .) sided & moulded									Planksheers		19 9/16 18 1/4 9/16			
Hold, or Lower Deck (N ^o . <u>32</u>)	2 7/16	2 3/16	4/16	2 7/16	2 3/16	4/16			Gunwale Plate or Stringer on ends of Up. Dk Beams		19 9/16 18 1/4 9/16			
<u>double Angle Iron</u> Bulb Iron with double Angle Iron on top	6 1/4		7/16	6 1/4	7/16			Angle Iron on ditto		2 3/4 x 4 1/2 x 5/16				
depth & thickness of plate amidships								Waterway		see sketch 19 9/16				
double or single Angle Iron, on lower edge								Deck		3 1/2 3				
average space between	2 3/4 frame alternately								Ceiling in Hold		3 1/2			
if wood (N ^o .) sided & moulded									Ceiling betwixt Decks		2 3/4			
Paddle, wood, sided and moulded or if Iron, size of Plate									Beam Clamps					
Engine									Shelf					
Keelson, <u>wood, sided & moulded</u> , iron, size of plate, <u>if Box</u> , give sketch & dimensions	11 1/2		19/16	8	19/16			Stringer Plates on ends of Hold or Lower Dk Beams		Iron 19 9/16 18 1/4 9/16				
Side or Bilge	3 1/2	2 3/4	7/16					Ceiling between Decks		Gal. Pine 2 1/2				
Number	one each side								Stringer or Tie Plates out- side Hatchways		Iron 10 5/16 9 1/4 9/16			
											Deck, Lower		none	
											Deck, Upper, how fastened to Beams		bolt driven down with nuts below	

Transoms, material none or, if none, in what manner compensated for
 Knight-heads rivetted across stern from side to side. Bulkheads, N^o. 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 1/2 ft
 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" ra side keelson to upper part of bilge & gunwale alternately
 " " " on the frames " " " from 2 1/2" ra 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" long by 1 1/2"
 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 (9/16) 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) 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 (9/16) 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 in one secured to sides by angle irons 3 1/2 x 2 1/4 x 7/16.
 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? By beam arms turned down 18" long taking 4 rivets
 Hold or Lower Deck " " " " ?
 Paddle " " " " ?
 No. of breasthooks 4 crutches and how are pointers compensated? By deep floor plates, plates on Bilge keelson & hold beam strake plates carried round aft.
 What description of iron is used for the angle iron and plate iron in the vessel? Old Lodge Iron C² Builder's Signature W. H. Nevill

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 100N437-0234

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Workmanship. Are the lands or laps of the clenwork 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 .	Weight.
2	Fore Sails,	Chain	240	1 1/2	Bower,	1 21.10
2	Fore Top Sails,	Stream Chain	90	1 1/8		1 20.3.25
2	Fore Topmast Stay Sails,	Hempen Stream Cable	90	10		1 18.1.14
1	Main Sails,	Hawser	90	6 1/2	Stream,	1 4.2.0
2	Main Top Sails,	Towlines	90	5 1/2		
	and all other necessary Sails	Warp	90	4 1/2	Kedge,	1 4.1.13
		All of <u>good</u> quality.				1 2.2.0

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 Old Bar & Tringles 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	} <u>Specially surveyed</u>
	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 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 land, 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 1247.

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 1247.

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 Years

Wm. Johnson

Thomas Congdon

