

3591 IRON SHIPS.

Survey held at Liverpool Date July 2 1863 to May 10 1864
 the Iron S. "Miscataque" Master Drummond
 Tonnage Gross 1065 ²⁹/₁₀₀ (Under Main Deck) 995.08 Register 1065 ²⁹/₁₀₀ Built at Liverpool
 When Built 1864 Launched Feb 9th By whom built Hart & Linnell
 Owners Joseph Steel Port belonging to Liverpool Destined Voyage San Francisco
 If Surveyed Afloat or in Dry Dock On Building Slip & Dry Dock

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.
204			32			21				

Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	Inches in Ships.		Inches required per Rule.		Stem, if bar iron, moulding and thickness	Inches. In Ship.	16ths. In Ship.	Inches. required per Rule.	16ths. required per Rule.
	Inches.	16ths.	Inches.	16ths.					
21			21		8 1/2	3		8	3
Floors, Size of Angle Iron, and No. one at bottom of Floor Plate	5	3	9/16	4 3/4	3	5/16			
depth and thickness of Floor Plate at mid line	22 1/2		10/16	22 1/2		10/16			
depth and thickness of Floor Plate at Bilge Keelson	14		10/16			10/16			
Size of Reversed Angle Iron, and No. one at top of Floor Plate	3 1/2	3 1/2	7/16	3 1/4	3	7/16			
Frames, Size of Angle Iron, single or double	5	3	9/16	4 3/4	3	8/16			
Reversed Iron, 8 to every frame	3 1/2	3 1/2	7/16	3 1/4	3	7/16			
Deck (No.) double Angle Iron	8		9/16	8		9/16			
Alternate Plate, or Bulb Iron	3 1/2	3	7/16	3	3	9/16			
average space between	42			42					
if wood (No.) sided & moulded									
Hold, or Lower Deck (No.)	8		9/16	8		8/16			
double or single Angle Iron	3 1/2	3	7/16	3	3	9/16			
average space between	42			42					
if wood (No.) sided & moulded									
Paddle, wood, sided and moulded, or if Iron, size of Plate									
Engine									
Keelson, double plate, box, or intercostal	see per sketch								
Size of Plates	18		9/16						
Size of Angle Irons	5	4 1/4	9/16	5	4 1/4	9/16			
to Bilge (No.)	see per sketch								
Planks, material	Iron								
how secured to the sides of the ship	double frames								
size of vertical angle iron and their distance apart	3 1/2 x 3 x 7/16 = 30"								
Frames or Ribs extend in one length from	Keel to Gunwale								
the reverse angle irons on the floors extend in one length across the middle line	from Intercoastal Keelsons & thence to Lower Dk Stringers								
on the frames	from Bilge to Bilge & thence to Gunwale alternately								
Keelson, how are the various lengths of plates or angle irons connected?	By butt straps double rivetted & all Angle Iron butts shifted								
Garboard, double or single rivetted to keel & at upper edge, with rivets	(1 1/4 in.) diameter averaging (3/2 in.) from centre to centre of rivet.								
Edges from Garboards to upper part of bilge, worked	carvel with a lining piece (3/4) thick, or clench, double or single rivetted; rivets (7/8 in.) diameter, averaging (3) ins. from centre to centre of rivets.								
Butts from Keel to turn of bilge, worked	carvel with a lining piece (2 1/4 in.) thick, double or single rivetted; rivets (7/8 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?								
Edges from bilge to sheerstrake, worked	carvel with a lining piece () thick, or clench, double or single rivetted; rivets (7/8 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?								
Edge of Sheerstrake, double or single rivetted?	Single								
Butts from bilge to planksheers, worked	carvel with a lining piece (1 1/4 in.) thick, double or single rivetted; rivets (7/8 in.) diameter averaging (3) ins. from centre to centre of rivets. Breadth of laps in double rivetting (4 1/4) Breadth of laps in single rivetting ()								
Straps of Keelsons, Stringer and Tie Plates, double or single rivetted?	Single								
Planksheer, how secured to the plating of the sides	Explain by sketch								
Way, , , planksheer and to the Beams	if necessary.								
Beams, how secured to the side?	Welded & rivetted to Frames								
or Lower Deck	do								
of breasthooks	attach & rivet to Stringers								
description of iron is used for the angle iron and plate iron in the vessel?	Consolidated & Co.								

Builder's Signature

Hart & Linnell

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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? Single pieces
Do the holes for rivetting plate to frames, lining pieces, or plate to plate, &c., conform well to each other? Generally good 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? None

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 .			Fathoms. Inches.	N ^o .	Weight.
No 1	Fore Sails,	No 218 x 224			
	Fore Top Sails,	Chain <u>300</u> <u>5.5-2-2</u>	300 1 3/4	Bower, ... <u>30-18-0</u>	1 35-1-4
	Fore Topmast Stay Sails,	Stream <u>18-0-0</u>	90 11	Bower <u>30-18-0</u>	1 35-2-0
	Main Sails,	Hempen Stream Cable	90 12	Bower <u>30-18-0</u>	1 32-1-16
	Main Top Sails,	Hawser	90 12	Stream, ...	1 12-1-18
		Towlines	90 6	1 Kedge	1 6-0-2
		Warp		Kedge, ...	1 3-0-8
		All of <u>best</u> quality.			

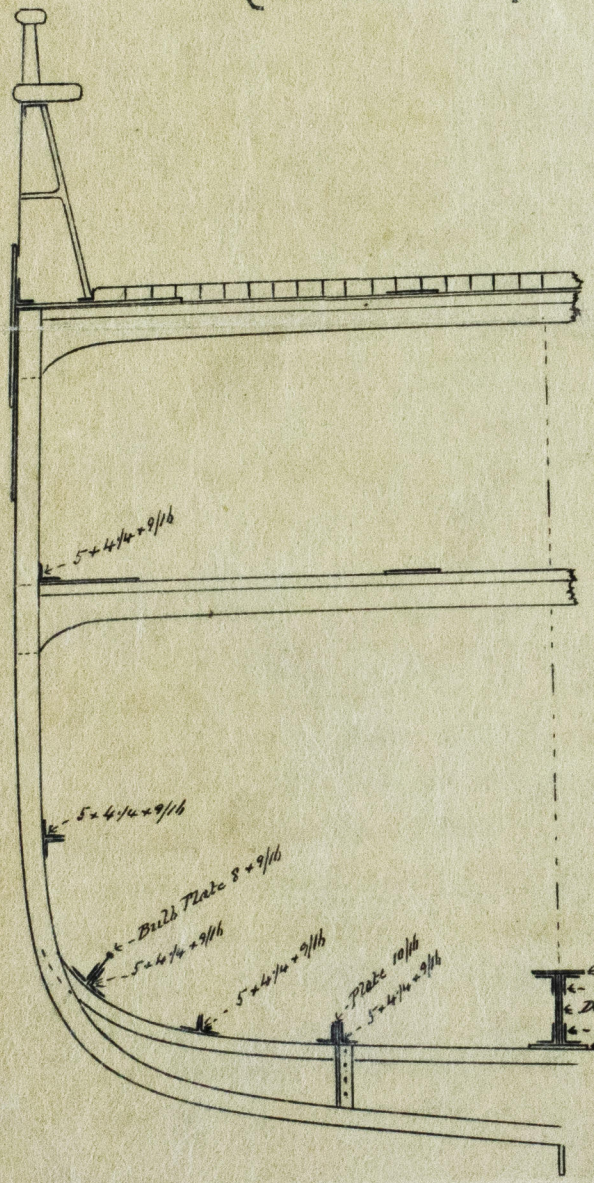
Her Standing and Running Rigging Wire & Hemp sufficient in size and good in quality.

She has one Long Boat and Three others

The present state of the Windlass is good Capstan good and Rudder good Pumps 1 Pair 7th Main, 1 Pair 6th Bely & 1 Pair in Fore Compartment

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 Under Special Survey during the whole time of Building
 - 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 a full Poop 45 feet long & full Forecastle 32 feet long and all the Frames extend up to top height. Beams of Built Iron 6 x 3/8 with double Angle Irons 2 1/2 x 2 1/2 x 3/16. A Deck House 18 feet by 14 feet (Wood) built aftside of Foremast.

The extra Steelwork introduced beyond the Requirements Table G - June 18-1863 - and fitted as per sketch - are carried all fore & aft & well connected at the ends.

The three Lower Masts & Bowsprit are of Iron & of the following size viz - Fore & Main Masts 29 dia Plates 7/16 & at Partners 2 6/16 thick at Head. 4 Angle Irons 4 x 3 x 8/16. Mizen Mast 25 dia Plates 9/16 full. 4 Angle Irons 4 x 3 x 1/2. Bowsprit 28 dia Plates 9/16 full 6 Angle Irons 3 x 3 x 3/8. Fore & Main Lower Yards (Steel) 17 dia 1/4 thick at the & 3/16 at Arms, 3 Angle Steels 2 1/2 x 2 1/4.

The Masts & Bowsprit single rivetted in Seams & double rivetted in Butts, and the Yards single rivetted in Seams & treble rivetted in Butts.

The Topmasts & other Masts of Red & Spruce Pl.

This Vessel is well built & the Materials are - not very good.

In what manner are the surfaces preserved from oxidation? By Paint & Portland Cement on flat of Bottom

I am of opinion this Vessel should be classed A1

The amount of the Fee£ 5 : 0 : 0 is received by me,

Special£ 53 : 0 : 0 13/5/64 Min

Certificate (if required)£ 5 : 0 : 0

Committee's Minute Spod 13th Dec 1864

Character assigned A1 Built under Sp Survey (A & C.P.)

John Wheeler