

Deck 1160.04
Deck 543.96
Houses 14.60
Gross 1718.60

IRON SHIPS.

2300 Survey held at West Hartlepool Date 10th June 1864
The Screw Steamer "Canadian" Master Glover
Age Gross 1710 Engine Room 434 Register 1204 Built at West Hartlepool
Built 1864 Launched 10th February By whom built Pile Spence & Co.
Port belonging to Liverpool Destined Voyage West Indies
Surveyed Afloat or in Dry Dock Specially surveyed while building

Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth from top of Upper Deck	Feet.	Inches.	Power of Engines	Horse.
264	2	10	34	5	10	26	7	10	200	
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	21		21			Stem, if bar iron, moulding and thickness	9 1/2	2 1/2	0 1/2	3
Double cross keel 4 ft. length	4	4	8 1/2	5	3	if plate iron, breadth and thickness	10	5	10 1/2	6
Size of Angle Iron, and No. one at bottom of Floor Plate	4	4	8 1/2	5	3	Stern-post, if bar iron, moulding and thickness	9 1/2	2 1/2	0 1/2	3
depth and thickness of Floor Plate at mid line	22	+	11 1/2	2 1/2	+	if plate iron, breadth and thickness	9 1/2	2 1/2	0 1/2	3
depth and thickness of Floor Plate at Bilge Keelson	10	+	11 1/2	10	+	Keel, if bar iron, depth and thickness	36	13 1/2	36	12 1/2
Size of Reversed Angle Iron, and No. one at top of Floor Plate	3	3	8 1/2	3 1/2	3	if plate iron, breadth and thickness	11 1/2		11 1/2	
Frames, Size of Angle Iron, single or double	4	4	8 1/2	5	3	Garboard Plates, Breadth and thickness	11 1/2		11 1/2	
Reversed Iron, if to every frame or every frame	3	3	8 1/2	3 1/2	3	From Garboard to upper part of Bilge	11 1/2		11 1/2	
Beams, Deck (No. 67) double Angle Iron, Plate, or Bulb Iron	0 1/2	+	9 1/2	0 1/2	+	From upper part of Bilge to Sheerstrakes	11 1/2		11 1/2	
double or single Angle Iron on top edge	4 1/2	3	8 1/2	3 1/4	3	Sheerstrakes, Breadth and thickness	11 1/2		11 1/2	
average space between	42 inches		42 inches			Butt Straps to outside plating, Breadth and thickness	10	13	16	10
if wood (No.) sided & moulded						Planksheers	10	13	16	10
Hold, or Lower Deck (No. 57) double Angle Iron, Plate, or Bulb Iron	0 1/2	+	9 1/2	0 1/2	+	Gunwale Plate or Stringer on ends of Up. Dk Beams	30	10	30	10
double or single Angle Iron on top edge	4 1/2	3	8 1/2	3 1/4	3	Angle Iron on ditto	5	4	5	4 1/2
average space between	42 inches		42 inches			Diagonal Tie Plates on Beams	12 1/2		12 1/2	
if wood (No.) sided & moulded						Waterway	3		4	
Paddle, wood, sided and moulded, or if Iron, size of Plate						Deck (No.) with	2		2	
Engine						Ceiling in Hold	2		2	
Keelson, single plate, box, or intercostal						Ceiling betwixt Decks	2		2	
Size of Plates	21	+	11 1/2	16 1/2	+	Beam Clamps or Spirketting				
Size of Angle Irons	5	4	10 1/2	3 1/2	3	Shelf				
Ditto Bilge (No. Two) Double angle	5	4	10 1/2	3 1/2	3	Stringer Plates on ends of Hold or Lower Dk Beams	30	10	20	10
Transverse material						Ceiling between Decks				
Knight-heads, and Hawse Timbers						Stringer or Tie Plates outside Hatchways				
The Frames or Ribs extend in one length from						Deck Beam Clamps or Spirketting				
The reverse angle irons on the floors extend in one length across the middle line from						Shelf				
on the frames						Stringers in Hold				
Keelson, how are the various lengths of plates or angle irons connected?						Deck, Lower				
Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets						Deck, Upper, how fastened to Beams				
Edges from Garboards to upper part of bilge, worked carvel with a lining piece						Bulkheads, No. Four				
diameter, averaging						Thickness of				
Butts from Keel to turn of bilge, worked carvel with a lining piece						how secured to the sides of the ship				
averaging						size of vertical angle iron and their distance apart				
Edges from bilge to sheerstrake, worked carvel with a lining piece										
averaging										
Edge of Sheerstrake, double or single rivetted?										
Butts from bilge to planksheers, worked carvel with a lining piece										
averaging										
Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted?										
Planksheer, how secured to the plating of the sides										
Waterway										
Deck Beams, how secured to the side?										
Hold or Lower Deck										
Paddle										
No. of breasthooks										
What description of iron is used for the angle iron and plate iron in the vessel?										

IRON 437A-0062

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3634 Iron & half

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? Solid in one
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? All through
Are there any rivets which either break into or have been put through the seams or butts of the plating? A few in butts

(Note & main of 4/16 plate three angle irons inside 3x3x 7/16, plates single rivetted)
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.
1	Fore Sails,	Chain		300	1 3/4	Bower (By Notman)	3 34.
2	Fore Top Sails,	Harpoon Stream Cable		60	1		34.
1	Fore Topmast Stay Sails,	Hawser		90	9/10	Stream,	1 30.
1	Main Sails,	Towlines		90	11		10.
2	Main Top Sails,	Warp		90	7	Kedge,	2 6.
and others as usual all good.		All of <u>good</u> quality.		100	7 1/4		2.
Her Standing and Running Rigging <u>Nine</u> <u>Stumps</u> sufficient in size and <u>good</u> in quality.							
She has <u>Two</u> life <u>Boats</u> and <u>Two</u> cutters <u>Pinnares</u> & <u>Gig</u>							
The present state of the Windlass is <u>Patent</u> Capstan <u>One</u> and <u>Three</u> <u>Winches</u> and Rudder <u>good</u> Pumps <u>Three</u> , <u>Two</u> <u>Patent</u> & <u>one</u>							

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

Special Survey no of the
Birth Survey 1st Sept 1864
Last Survey 10th June 1864

Has a Spar deck, frames all to the top height, likewise reverse bars on alternate frames. Plating at lower part 12/16 upper do. 0/16 single rivetted at edges double at butts with 7/10 + 3/4 rivets spaced 3 to 3 1/2 in. Beams Bulk plates 0 1/2 x 9/16 double angle iron on top edge 4 1/2 x 5 x 0/16, Stringers on ends of do. 40 x 10/16, angle irons on do. 5 x 4 x 10/16. Side plates at hatchways 15 1/2 x 1/2 Diagonal plates fine set 15 1/2 x 1/2. Waterways Teak 13 x 0. Plating of deck 3 in. Teak fastened from the top with 0/16 nut bolts.
Main Sheerstrakes doubled with 1/2 x 3/8 plate for 4/5 of length, one of shell plating at bilges doubled for about 124 ft. in length 1/2 plate, Intercostal Nelsons fitted on each side of middle line, with box keels at upper part, sole plates 10 x 10/16, side do. 21 x 1/2, top do. 20 x 1/2, fine angle irons 5 x 4 x 1/2. Main deck of Iron 7/16 at ends 6/16 rivetted to beams with 1/2. Water ballast tank fitted in after hold, top formed of angle Iron 6 x 3 rivetted to three plates to frames & plated over on top with 3/16 plate, well stayed inside & rivetted to shell plating.

For the arrangement of longitudinal strengthening of the Secretary's letter dated
In what manner are the surfaces preserved from oxidation? Plat coated with Portland cement all other parts with two coats of paint & bottom with Mc. Linn's Patent composition

I am of opinion this Vessel should be classed _____
The amount of the Fee£ 5 : 0 : 0 is received by me,
Jun 11/64 Special£ 0 5 : 10 : 0
Certificate (if required)£ : : :

Genl Committee's Minute 23rd June 1864
Character assigned A 1

Decks houses being fitted up this ship which is con trary to Rule with this exception I am of opinion she is equal to the A 1 Grade

Spar decked

