

IRON SHIPS.

Rev 1/7/64

No. 3483 Survey held at At Hull Date 30th June 1864

on the Ship "Countess of Ripon" Master Stephen Larmann

Tonnage Gross 1295 Engine Room — Register 1209 Built at Hull

When Built 1863 Launched 29th Octob^r By whom built Martin Samuelson & Co

Owners Ford Carter & Co Port belonging to London Destined Voyage —

Surveyed Afloat or in Dry Dock Specially surveyed during building

Length aloft 210 Feet. Inches. Extreme Breadth.... 35 Feet. Inches. Depth from top of Upper Deck } Feet. Inches. Beam to top of Floor..... } 23 Power of Engines..... Horse.

Description	Inches in Ship.		Inches required per Rule.		16ths required per Rule.	Inches in Ship.	16ths required per Rule.	Inches in Ship.	16ths required per Rule.
	Inches.	Inches.	Inches.	Inches.					
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	<u>18</u>		<u>18</u>						
Floors, Size of Angle Iron, and No. <u>one</u> at bottom of Floor Plate.....	<u>5</u>	<u>3</u>	<u>7 1/8</u>	<u>5</u>	<u>3</u>	<u>7 1/8</u>			
„ depth and thickness of Floor Plate at mid line	<u>23</u>	<u>x</u>	<u>1 1/8</u>	<u>23</u>	<u>x</u>	<u>1 1/8</u>			
„ depth and thickness of Floor Plate at Bilge Keelson	<u>17</u>	<u>x</u>	<u>7 1/8</u>	<u>5</u>	<u>x</u>	<u>7 1/8</u>			
„ Size of Reversed Angle Iron, and No. <u>one</u> at top of Floor Plate..	<u>3 1/2</u>	<u>3</u>	<u>8 1/8</u>	<u>3 1/2</u>	<u>3</u>	<u>8 1/8</u>			
Frames, Size of Angle Iron, single or double..	<u>5</u>	<u>3</u>	<u>7 1/8</u>	<u>5</u>	<u>3</u>	<u>7 1/8</u>			
„ „ Reversed Iron, <u>N</u> to every frame	<u>3 1/2</u>	<u>3</u>	<u>8 1/8</u>	<u>3 1/2</u>	<u>3</u>	<u>8 1/8</u>			
Beams, Deck (N ^o . <u>67</u>) double Angle Iron, Plate, or Bulb Iron.....	<u>9</u>	<u>x</u>	<u>7 1/8</u>	<u>8 1/2</u>	<u>x</u>	<u>7 1/8</u>			
„ „ double or single Angle Iron, on Top edge.....	<u>3 1/4</u>	<u>3 1/4</u>	<u>7 1/8</u>	<u>3 1/4</u>	<u>3 1/4</u>	<u>7 1/8</u>			
„ „ average space between	<u>36</u>		<u>36</u>						
„ „ if wood (N ^o .) sided & moulded									
„ Hold, or Lower Deck (N ^o . <u>64</u>) double Angle Iron, Plate, or Bulb Iron	<u>9</u>	<u>x</u>	<u>7 1/8</u>	<u>8 1/2</u>	<u>x</u>	<u>7 1/8</u>			
„ „ double or single Angle Iron on Top edge.....	<u>3 1/4</u>	<u>3 1/4</u>	<u>7 1/8</u>	<u>3 1/4</u>	<u>3 1/4</u>	<u>7 1/8</u>			
„ „ average space between	<u>36</u>		<u>36</u>						
„ „ if wood (N ^o .) sided & moulded									
„ Paddle, wood, sided and moulded, or if Iron, size of Plate									
Engine „ „ „ „									
Keelson, single plate, box, or intercostal	<u>28</u>	<u>x</u>	<u>1 1/8</u>	<u>27 1/2</u>	<u>x</u>	<u>1 1/8</u>			
„ Size of Plates <u>Intermedial & ..</u>	<u>17</u>	<u>x</u>	<u>1 1/8</u>						
„ Size of Angle Irons	<u>5</u>	<u>4 1/2</u>	<u>7 1/8</u>	<u>5</u>	<u>4 1/2</u>	<u>7 1/8</u>			
Ditto Bilge (No. <u>One</u>)									

Transoms, material Iron Frames or, if none, in what manner compensated for. „ how secured to the sides of the ship double angle iron

Knight-heads, and Hawse Timbers — „ size of vertical angle iron and their distance apart 3 1/2 x 3 1/2 in. 2 ft 4 in.

The Frames or Ribs extend in one length from Keel to Gunwale rivetted through plates with (7/8 in.) rivets, about (6-7 in.) apart.

The reverse angle irons on the floors extend in one length across the middle line from Side to Side up to Hold Beams alternately

„ „ „ on the frames „ „ „ from Middle line to Deck Beam Stringers alternately

Keelson, how are the various lengths of plates or angle irons connected? with angle iron through rivetted

Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets (1 1/8 ins.) diameter averaging (4 1/2 in.) from centre to centre of rivet.

„ Edges from Garboards to upper part of bilge, worked carvel with a lining piece (— in.) thick, or clencher, 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 (1 1/8) 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? Yes

„ Edges from bilge to sheerstrake, worked carvel with a lining piece (—) thick, or clencher, double or single rivetted; rivets (7/8 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? —

„ Edge of Sheerstrake, double or single rivetted? Yes

„ Butts from bilge to planksheers, worked carvel with a lining piece (1 1/8) 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 (5) Breadth of laps in single rivetting (—)

Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted? Nubious with angle iron Stringer & Tie plate double rivetted

Planksheer, how secured to the plating of the sides { Explain by sketch } Gunwale waterway

Waterway „ „ planksheer and to the Beams { if necessary. } —

Deck Beams, how secured to the side? Milded knees rivetted to frames & Stringer plates

Hold or Lower Deck „ —

Paddle „ „ „

No. of breasthooks Five crutches — how are pointers compensated? By termination of Stringer

What description of iron is used for the angle iron and plate iron in the vessel? Lough Kilow & Bell's Builder's Signature Martin Samuelson

3656

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? Yes

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? Yes several 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 .		Fathoms.	Inches.	N ^o .	Weight.
Double Cent. and other as required	Fore Sails,	Chain	300 1 3/8	Bower,	3 37 1/2
	Fore Top Sails,	Broken Stream Cable	60 1 1/8	Stream,	1 12 0
	Fore Topmast Stay Sails,	Hawser <u>Tarred Manila</u>	90 9	Kedge,	2 5 2
	Main Sails,	Towlines <u>Tarred Manila</u>	90 11		
	Main Top Sails,	Warp <u>g</u>	90 7		
	All of <u>good</u> quality.				

Her Standing and Running Rigging Wire Stumps Manila sufficient in size and good in quality.

She has two Long Boat and three others

The present state of the Windlass is good Capstan good and Rudder good Pumps good

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 Special survey No 60
 - 2nd. On the plating during the progress of rivetting
 - 3rd. When the beams were in and fastened, and before the decks were laid First survey 5th June 1864
 - 4th. When the ship was complete, and before the plating was finally coated Last survey 30th June 1864
 - 5th. After the ship was launched

Chain cables 300 fms 1 3/8 twisted to 59 tons 2 cent. Centropath signed Wm Valentine
60 " 1 1/8 " " 22 " 15 "

Rodgers anchors cut as to
37.0.14 twisted to 32 tons
34.1.0 " " 32 "
34.0.0 " " 32 "

I am of opinion Mr Davidson should state the particulars of poop Length & height & how constructed, and scantlings of the various parts thereof and whether the mast and Yards are of wood or Iron and if the latter the thickness of plates and size of angle iron should be stated —

4 July 1864

J.R.C.

In what manner are the surfaces preserved from oxidation? The flat inside with Scotch the remainder of the plating with Paint

I am of opinion this Vessel should be classed B A 1 or A 1

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

June 11th Special£ 60 : 9 : -

Certificate (if required)£ : : -

Committee's Minute 5th July 1864

Character assigned A 1 for 12 Years

Wm Davidson

With the exception of the particulars respecting the Poop this Report is satisfactory

5 July 1864