

IRON SHIPS.

Rev 1/1/64

No. 3483 Survey held at At Hull Date 30th June 18 64
 on the Ship "Countess of Ripon" Master Stephen Larmann
 Tonnage Gross 1209 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 —
 If Surveyed Afloat or in Dry Dock Specially surveyed during building

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.
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	18	—	35	—	18	—	23	—	—	—
Floors, Size of Angle Iron, and No. <u>one</u> at bottom of Floor Plate	5	3	9 1/2	5	3	9 1/2	—	—	—	—
„ depth and thickness of Floor Plate at mid line	23	×	11 1/2	23	×	11 1/2	—	—	—	—
„ depth and thickness of Floor Plate at Bilge Keelson	17	×	11 1/2	5	×	11 1/2	—	—	—	—
„ Size of Reversed Angle Iron, and No. <u>one</u> at top of Floor Plate	3 1/2	3	9 1/2	3 1/2	3	9 1/2	—	—	—	—
Frames, Size of Angle Iron, single or double	5	3	9 1/2	5	3	9 1/2	—	—	—	—
„ „ Reversed Iron, <u>N</u> to every frame	3 1/2	3	9 1/2	3 1/2	3	9 1/2	—	—	—	—
Beams, Deck (N ^o . <u>7</u>) double Angle Iron, Plate, or Bulb Iron	9	×	9 1/2	8 1/2	×	9 1/2	—	—	—	—
„ „ double or single Angle Iron, on Top edge	3 1/4	3 1/4	9 1/2	3 1/4	3 1/4	9 1/2	—	—	—	—
„ „ average space between	36	—	36	—	—	36	—	—	—	—
„ „ if wood (N ^o .) sided & moulded	—	—	—	—	—	—	—	—	—	—
„ Hold, or Lower Deck (N ^o . <u>64</u>) double Angle Iron, Plate, or Bulb Iron	9	×	9 1/2	8 1/2	×	9 1/2	—	—	—	—
„ „ double or single Angle Iron on Top edge	3 1/4	3 1/4	9 1/2	3 1/4	3 1/4	9 1/2	—	—	—	—
„ „ average space between	36	—	36	—	—	36	—	—	—	—
„ „ if wood (N ^o .) sided & moulded	—	—	—	—	—	—	—	—	—	—
„ Paddle, wood, sided and moulded, or if Iron, size of Plate	—	—	—	—	—	—	—	—	—	—
Engine „ „ „ „	—	—	—	—	—	—	—	—	—	—
Keelson, single plate, box, or intercostal	28	×	11 1/2	27 1/2	×	11 1/2	—	—	—	—
„ Size of Plates <u>Intermediate</u>	17	×	11 1/2	—	—	—	—	—	—	—
„ Size of Angle Irons	5	4 1/2	9 1/2	5	4 1/2	9 1/2	—	—	—	—
Ditto Bilge (No. <u>One</u>)	—	—	—	—	—	—	—	—	—	—
Transoms, material <u>Iron Frames</u> or, if none, in what manner compensated for.	—	—	—	—	—	—	—	—	—	—
Knight-heads, and Hawse Timbers	—	—	—	—	—	—	—	—	—	—
The Frames or Ribs extend in one length from <u>Keel</u> to <u>Gunwale</u> 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 <u>Side</u> to <u>Side up to Hold Beams alternately</u>	—	—	—	—	—	—	—	—	—	—
„ „ „ on the frames „ „ „ from <u>middle line</u> to <u>Deck Beam Stringers alternately</u>	—	—	—	—	—	—	—	—	—	—
Keelson, how are the various lengths of plates or angle irons connected? <u>With angle iron through rivetted</u>	—	—	—	—	—	—	—	—	—	—
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 1/2) 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? <u>Yes</u>	—	—	—	—	—	—	—	—	—	—
„ 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? <u>Yes</u>	—	—	—	—	—	—	—	—	—	—
„ Edge of Sheerstrake, double or single rivetted? <u>Yes</u>	—	—	—	—	—	—	—	—	—	—
„ Butts from bilge to planksheers, worked carvel with a lining piece (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? <u>Nelsons with angle iron Stringer & Tie plate double rivetted</u>	—	—	—	—	—	—	—	—	—	—
Planksheer, how secured to the plating of the sides { Explain by sketch }	—	—	—	—	—	—	—	—	—	—
Waterway „ „ planksheer and to the Beams { if necessary. }	—	—	—	—	—	—	—	—	—	—
Deck Beams, how secured to the side? <u>Milded knees rivetted to frames & Stringer plates</u>	—	—	—	—	—	—	—	—	—	—
Hold or Lower Deck „ <u>do</u>	—	—	—	—	—	—	—	—	—	—
Paddle „ „	—	—	—	—	—	—	—	—	—	—
No. of breasthooks <u>Five</u> crutches „ how are pointers compensated? <u>By termination of Stringers</u>	—	—	—	—	—	—	—	—	—	—
What description of iron is used for the angle iron and plate iron in the vessel? <u>Lock Bilbo & Belles</u>	—	—	—	—	—	—	—	—	—	—

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.

SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N ^o .			Fathoms. Inches.	N ^o .	Weight.
Fore Sails,		Chain	300 1 1/2	Bower,	3 37 1/2
Fore Top Sails,		Open 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 3		
and <u>other as required</u>		All of <u>good</u> quality.	9 7		

Her Standing and Running Rigging Wire Hemp 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 1/2 tons to 59 tons 2 cent. Centroparts signed Wm Valentine
60 " 1 1/8 " " 22 1/2 15 "

Rodgers anchors 37.0.14 tons to 32 tons
34.11.0 " " 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 legs of angle iron should be stated —
4 July 1864
JMR

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

I am of opinion this Vessel should be classed 12 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
3 July 1864 JMR