

# IRON SHIPS.

No. 1587 Survey held at Cork Date 18<sup>th</sup> July 1864  
 on the SS "Mascotto" Master John Kent  
 Tonnage Gross 99.66 Engine Room 55.27 Register 44.39 Built at Cork  
 When Built 1864 By whom built George Robinson & Co Owners J. Jolley & Co  
 Port belonging to Cork Destined Voyage Tampico  
 If Surveyed Afloat or in Dry Dock While Building

Length aloft ..... 101 5 Feet. Inches. Extreme Breadth..... 18 6 Feet. Inches. Depth from Beam to top of Floor. 8 4 Feet. Inches. Power of Engines..... 70.2 Horse No.

	Feet.	Inches.	Feet.	Inches.	Feet.	Inches.	Feet.	Inches.	Horse No.
Length aloft	101	5	Extreme Breadth	18	6	Depth from Beam to top of Floor	8	4	70.2
Distance between Floors amidships	1	9							
" " " forward and aft	1	9							
" " Ribs amidships	1	9							
" " " forward and aft	1	9							
Floors, Size of Angle Iron, and No. 1 & 2 at bottom of Floor Plate	2 1/2	2 1/2	5/16	full					
" depth & thickness of Plate at mid line	11	"	5/16						
" " " " at turn of bilge	8	"	5/16						
" Size of Reversed Angle Iron, and No. 1 & 2 at top of Floor Plate	2 1/4	2 1/4	5/16						
Ribs, Size of Angle Iron, single or double	2 1/2	2 1/2	5/16	full					
" Reversed Iron, 1 to every frame	2 1/4	2 1/4	5/16						
" 4 frames doubled, rest with 4 plates	2 1/4	2 1/4	5/16						
Beams, Deck (N° 22055) single	4 1/2	3	7/16						
" Angle Iron 12 & 1 half	4	3	7/16						
" depth & thickness of plate amidships	4 1/2	4	7/16						
" double or single Angle Iron, on lower edge									
" average space between	3 feet	6 inches							
" if wood (N°) sided & moulded									
Hold, (N°) double or single									
" Angle Iron									
" depth & thickness of plate amidships									
" double or single Angle Iron, on lower edge									
" average space between									
" if wood (N°) sided & moulded									
Paddle, wood, sided and moulded	8 x 6 1/2	9/16							
" of Iron, size of Plate	8 x 4 1/2	9/16							
Engine of Plate from top of side	16 x 15	8/16							
" of Plate from top of side	3 x 14	8/16							
" of Plate from top of side	3 x 3	7/16							
Side & Bilge double Angle with butt	3 x 3	7/16							
Number	Three								

Transoms, material Plate Iron, if none, in what manner compensated for.  
 Knight-heads " are they free from defects?  
 Hawse Boys 4 full length  
 The Ribs extend in one length from Centre of Keel to Scuppernates rivetted through plates with (7/8 in.) rivets, about (5 in) apart.  
 The reverse angle irons on the floors extend in one length across the middle line from 4 feet above Bilge to 4 feet above bilge, opposite, with four frames doubled, the rest with 4 feet lengths in midships to each.  
 Keelson, if wood, length of scarp 3 feet 3 inches from back of bulk plate to back of bulk plate between all fore & aft plates, rivetted through the plates, butts shifted 8 feet.  
 Plates, Garboard, double 7/8 in rivetted to keel, with rivets (3/4 ins.) diameter averaging (2 1/4 in.) from centre to centre of rivet.  
 " edges from Garboards to turn of bilge, worked carvel with a lining piece (6/16) thick, double 7/8 in rivetted; rivets (7/8 in.) diameter, averaging (2 1/2 ins.) from centre to centre of rivets.  
 " butts from Garboards to turn of bilge, worked carvel with a lining piece (6/16) thick, double 7/8 in rivetted; rivets (7/8 in.) diameter, averaging (2 1/2 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 wales, worked 7/8 in thick, double 7/8 in rivetted; rivets (7/8 in.) diameter, averaging (2 1/2 ins.) from centre to centre of rivets.  
 " butts from bilge to wales, worked carvel with a lining piece (5/16) thick, double 7/8 in rivetted; rivets (7/8 in.) diameter, averaging (2 1/2 in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? They do  
 " edges of wales and to planksheers, worked 7/8 in thick, double 7/8 in rivetted; rivets (7/8 in.) diameter, averaging (2 1/2 ins.) from centre to centre of rivets.  
 Planksheer, how secured to the plating of the sides { Explain by sketch, }  
 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 with floor plating as bracket pieces 12 inches  
 Hold " " " " " "  
 Paddle Beams of 2 built Plates with angle iron on top, rivetted to sides with plating 2 inches between 3 x 3 7/16 angle iron extending from top of beam to 1/2 way to the side plates.  
 No. of breasthooks Three crutches each frame how are pointers compensated? the bilge & side stringers running aft, rivetted to the after bulkhead plate, on 2 after frames thus  
 What description of iron is used for the angle iron and bar iron in the vessel? as stated above



3673 Iron

**Workmanship.** Are the lands or laps of the clenchwork in all cases sufficiently wide to take the rivets and support the strain on them? *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 all solid with sliver pieces, or are they in short lengths? *Solid pieces*  
 Do the holes for rivetting plate to lining piece, or plate to plate, &c., answer 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? *a few and those well secured*  
 Was the plating caulked internally in the wake of the frames or ribs? *No.*

Her Masts, Yards, &c., are in *good* condition, and sufficient in size and length.

She has SAILS.

CABLES, &c.

ANCHORS, and their weights.

N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .	
<i>One</i>	Fore Sails,	<i>120</i>	Chain <i>13/16</i>	<i>2</i>	Bower, <i>1<sup>st</sup> to be 7.0.0</i>	
<i>full suit</i>	Fore Top Sails,		Hempen Stream Cable .....	<i>1</i>	Stream, <i>to be 6.0.0</i>	
<i>with some</i>	Fore Topmast Stay Sails,	<i>40</i>	Hawser .....	<i>1</i>	Kedge, <i>to be 3.0</i>	
<i>than ones</i>	Main Sails,	<i>40</i>	Towlines .....	<i>3</i>	<i>The Anchors &amp; chains have</i>	
	Main Top Sails,	<i>120</i>	Warps .....	<i>34 1/2</i>	<i>not yet come but the above</i>	
		<i>120</i>	All of <i>best</i> quality.		<i>is what is ordered</i>	

Her Standing and Running Rigging *Manilla, gente* sufficient in size and *good* in quality.

She has *One of 22 feet* Long Boat and *one of 18 feet*

The present state of the Windlass is *a Double Capstan* and Rudder *good* Pumps *One duck & Engine*

### GENERAL REMARKS.

Statement and date of repairs; extent of corrosion (if any) both internally and externally; and condition of rivets.

*The lining pieces of Shearstrake Butts extend from frame to frame. Five such bulk plate put between the double angle Iron half way from deck to bilges in Engine & Boiler Spaces, has also an 8 inch bulk beam at each end of the Paddles well secured to sides, and a box beam as per sketch between the Engine and Boilers, also a Bulk head at sides of Engine extending from the deck to plates to the angle Iron below lower beam of bilges well supported with 2 1/2 x 2 1/2 angle Iron about 30 inches apart.*

In what manner are the surfaces preserved from oxidation? *Three coats of Red Lead oil and the plate inside cemented in fore and after compartments with Portland Cement and Engine & Boiler Spaces with Asphalt.* The workmanship in this vessel is *very good and*

I am of opinion this Vessel should be classed *A*

The amount of the Fee .....£ *2.0.0* is received by me, *George Wright Surveyor*

Special .....£ : : *Survey fees 4.4.0 Expenses 1.1.0*

Certificate (if required) .....£ : *2:6*

Committee's Minute *22<sup>nd</sup> July* 18 *84*

Character assigned *A*

*To have fig 1*  
*25/7/84*

*21/7/84*  
*This Paddle Wheel Steam Tug appears eligible for Class A as recommended by the Committee being made by Mr. Wright*  
*Letter of the 19<sup>th</sup> Inst*