

# IRON SHIPS.

600 Lins Scale

No. 18973 Survey held at Liverpool Date March 23<sup>rd</sup> & Oct 3<sup>rd</sup> 1864  
 on the Ship "Andacollo" Master \_\_\_\_\_  
 Tonnage 696 1/2 Engine Room 68 1/2 Register 764 9/10 Built at Liverpool  
 When Built 1864 By whom built Thos Vernon & Son Owners James & John  
 Port belonging to Liverpool Destined Voyage \_\_\_\_\_  
 Surveyed Afloat or in Dry Dock Whilst building under Special Survey.

Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth from top of Upper Deck	Feet.	Inches.	Beam to top of Floor	Feet.	Inches.	Power of Engines	Horse No.
192	2		31	3		18	4						
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	21		21										
Floors, Size of Angle Iron, and No. / at bottom of Floor Plate	4	3	7/16	4	3	7/16							
depth and thickness of Floor Plate at mid line	21	8/16	7/16	20 1/2	8/16	7/16							
depth and thickness of Floor Plate at Bilge Keelson	13												
Size of Reversed Angle Iron, and No. / at top of Floor Plate	3	2 3/4	6/16	3	2 3/4	6/16							
Frames, Size of Angle Iron, single or double	4	3	7/16	4	3	7/16							
Reversed Iron, 1/2 to every frame	3	2 3/4	6/16	3	2 3/4	6/16							
Beams, Deck (No. 52) double Angle Iron	8	5/16	Larger than										
Bulb Iron with double Angle	5 1/2	10/16	the Rule.										
depth & thickness of plate midships	3 1/2	6	3 1/2	6									
double or single Angle Iron, on lower edge	3 1/2	6	3 1/2	6									
average space between	3 1/2	6	3 1/2	6									
wood (No. 1) sided & moulded													
Hold, or Lower Deck (No. 52) double Angle Iron or Bulb Iron with double Angle Iron on top													
depth & thickness of plate midships	3 1/2	6	3 1/2	6									
double or single Angle Iron, on lower edge	3 1/2	6	3 1/2	6									
average space between	3 1/2	6	3 1/2	6									
wood (No. 1) sided & moulded													
Riddle, wood, sided and moulded													
on iron, size of plate													
Engine													
Keelson, wood, sided & moulded, iron, size of plate, give sketch & dimensions													
Side or Bilge													
Number													
Transoms, material													
Knight-heads													
Hawse Timbers													
The Frames or Ribs extend in one length from													
The reverse angle irons on the floors extend in one length from													
Keelson, how are the various lengths of plates or angle irons connected?													
Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets													
Edges from Garboards to upper part of bilge, worked carvel with a lining piece													
Butts from Keel to turn of bilge, worked carvel with a lining piece													
Edges from bilge to planksheer, worked carvel with a lining piece													
Butts from bilge to planksheers, worked carvel with a lining piece													
Planksheer, how secured to the plating of the sides													
Waterway													
Side trussing													
Deck trussing													
Deck Beams, how secured to the side?													
Hold or Lower Deck													
No. of breasthooks													
What description of iron is used for the angle iron and plate iron in the vessel?													

**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? *well fitted*

Do the fillings between the ribs and plates fill in solid with single pieces, or are they in short lengths of various thicknesses? *Solid pieces*

Do the holes for rivetting plate to frames, lining pieces, or plate to plate, &c., conform well to each other? *Yes Generally* 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 in butts only.*

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

She has SAILS.

*Abundantly furnished with sails*

No. 1  
Fore Sails,  
Fore Top Sails,  
Fore Topmast Stay Sails,  
Main Sails,  
Main Top Sails,

CABLES, &c.  
*Messy 1/2 Iron*  
Chain ..... *300*  
Hempen Stream Cable ..... *90*  
Hawser *Chain* ..... *80*  
Towlines ..... *90*  
Warp ..... *80*  
All of *good* quality.

ANCHORS, and their weights.  
*Messy 1/2 Iron*  
Bower, *Rev. per Patent* ..... *3*  
Stream, *ditto* ..... *1*  
Kedge, *ditto* ..... *2*

Her Standing and Running Rigging *are* sufficient in size and *good* in quality.

She has *one* Long Boat and *three others.*

The present state of the Windlass is *good* (2 Capstan *1/2* *good* and Rudder *good* Pumps *2 of Metal in main hold.*

**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

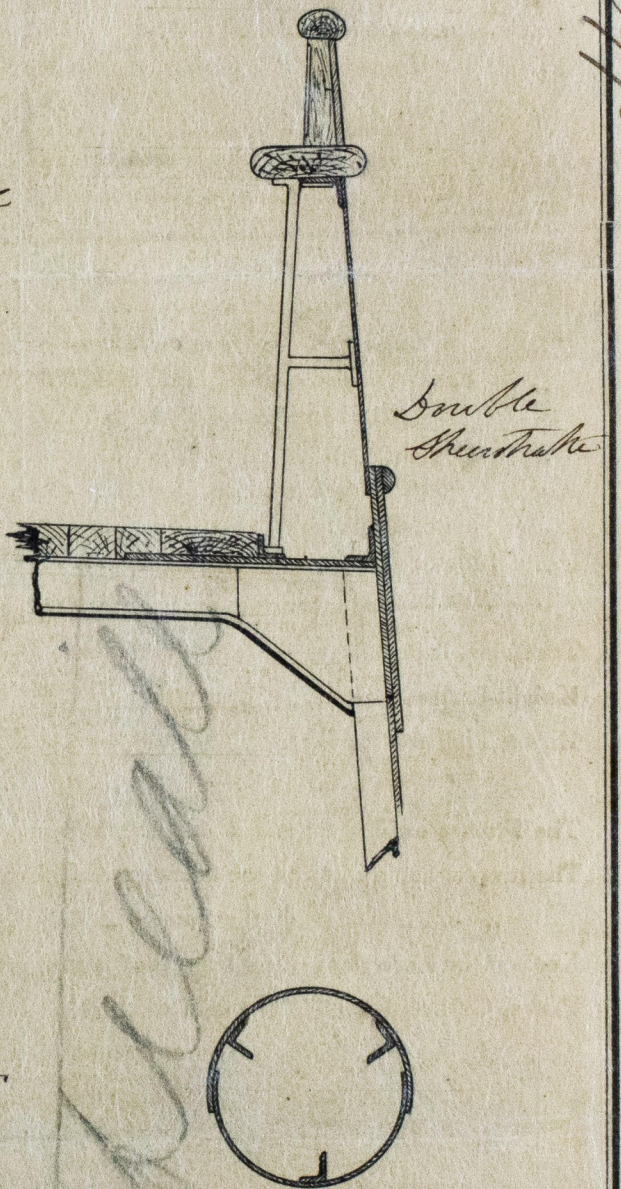
*During her construction*

The Sheerstrakes are doubled with  $8\frac{1}{16}$  plates for about 108 feet in the midship body of the ship, and the butts of gunwale stringer are treble rivetted for about 90 feet in midships. She has also an Intercostal Keelson between the middle line and bilge Keelson in excess of Rules. The plate  $1\frac{1}{2}$  in deep by  $8\frac{1}{16}$  with double angle iron on top of floors  $4\frac{1}{2} \times 3\frac{1}{2} - 7\frac{1}{16}$ .

There are short pieces of angle iron across the middle line rivetted back to back to Rib floor plate, and the garboard strakes.

She has a Topgallant Forecastle & Gull Poop. The 3 lower Masts & Bowsprit are Iron. Plates of Masts  $7\frac{1}{16}$  &  $6\frac{1}{16}$  - heads  $5\frac{1}{16}$ . Seams and butts double rivetted ( $4\frac{1}{2}$  in laps). 3 angle irons in each Mast  $3 \times 3 - 7\frac{1}{16}$ . Bowsprit *ditto*  $7\frac{1}{16}$ . 3 lower Yards of Steel middle plates to near yard arm  $4\frac{1}{16}$  &  $3\frac{1}{16}$ . The rest - Seams single rivetted ( $2\frac{1}{2}$  in laps), butts double. 2 angle irons in each Yard  $2\frac{1}{2} \times 2\frac{1}{2} - 4\frac{1}{16}$ .

In what manner are the surfaces preserved from oxidation? *Red Paint & Cement*



I am of opinion this Vessel should be classed *A1*.

The amount of the Fee ..... £ 6 : : : is received by me,

*Oct 1864* Special ..... £ 38 : 5 : : *3/10/64* *Leithhouse Martindale*  
Certificate (if required) ..... £ *Gratis*

Committee's Minute *Sped 14th Oct. 1864*

Character assigned *A1 Built under Special Survey*  
*(A.C.P.)* *Int B*