

1200 Lono Scale

Rec 3/12/64

No. 19091 Survey held at Liverpool

Date *Mar. 5* to *Nov. 28* 18*64*

on the Ship Vernon

Master T. Thornhill


Tonnage Gross $1319\frac{26}{100}$ Engine Room $14\frac{94}{100}$ Register $1248\frac{22}{100}$ Built at *Liverpool*

When Built 1864 By whom built Thos Vernon & Son. Owners Alexander & Young

Port belonging to Liverpool Destined Voyage Australia

As Surveyed Afloat or in Dry Dock Whilst building under Special Survey

Length aloft	210	Feet.	Inches.	Extreme Breadth....	36	Feet.	Inches.	Depth from top of Upper Deck } Beam to top of Floor.....}	23	2½	Feet.	Inches.	Power of Engines....		Horse No.
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft }				Inches in Ship. 21-8 plates		Inches required per Rule. 21 in		Stem, if bar iron, moulding and thickness	9	3	9	3			
Floors, Size of Angle Iron, and No. / at bottom of Floor Plate.....	5	3½	¾	5	3½	¾		" if plate iron, breadth and thickness	-	-	-	-			
" depth and thickness of Floor Plate at mid line	25½	¼	⅞	25½	¼	⅞		Stern-post, if bar iron, moulding and thickness	9	3	9	3			
" depth and thickness of Floor Plate at Bilge Keelson	16	-	-	-	-	-		" if plate iron, breadth and thickness	-	-	-	-			
" Size of Reversed Angle Iron, and No. / at top of Floor Plate..	3½	3	¾	3½	3	¾		Keel, if bar iron, depth and thickness	9	3	9	3			
Frames, Size of Angle Iron, single or double..	5	3½	¾	5	3½	¾		" if plate iron, breadth and thickness	-	-	-	-			
Reversed Iron, &to every frame)	3½	3	¾	3½	3	¾		Garboard Plates, thickness..	3 feet	14/16 =	14/16	-			
&every alternate frame above	3½	3	¾	3½	3	¾		From Garboard to upper part of Bilge.....	13/16 -	13/16	-	-			
Beams, Deck (N°. 5) Double Angle Iron	5	3½	¾	5	3½	¾		From upper part of Bilge to Sheerstrakes.....	12/16 each	12/16	each	-			
Bulkhead. Irons on top	3½	3	¾	3½	3	¾		Sheerstrakes	11/16 - 14/16	11/16	14/16	2/16			
" "	3 ft	6 in	3 ft	6 in	3 ft	6 in		Breadth & thickness of Butt Straps to outside plating }	2 4	12	11	14/16	17/16	14/16	14/16
" "	-	-	-	-	-	-		Planksheers	None	-	-	-	-	-	-
" "	-	-	-	-	-	-		Gunwale Plate or Stringer) on ends of Up. Dk Beams }	36	11/16	30	11/16			
" "	3 ft	6 in	3 ft	6 in	3 ft	6 in		Angle Iron on ditto	5½	4½	9/16	5½	4½	9/16	
" Hold, or Lower Deck (N°. 5)	Same as above							Waterway	None	-	-	-	-	-	-
" "	-	-	-	-	-	-		Deck	N Pine	4	-	4	-	-	-
" "	-	-	-	-	-	-		Ceiling in Hold	R Elm	2½	-	-	-	-	-
" "	-	-	-	-	-	-		Ceiling betwixt Decks ...	-	-	-	-	-	-	-
" "	-	-	-	-	-	-		Beam Clamps	-	-	-	-	-	-	-
" "	-	-	-	-	-	-		" Shelf	-	-	-	-	-	-	-
" "	-	-	-	-	-	-		" Stringer Plates on ends of Hold or Lower Dk Beams }	-	-	-	-	-	-	-
" "	3 ft	6 in	3 ft	6 in	3 ft	6 in		Ceiling between Decks	-	-	-	-	-	-	-
" "	-	-	-	-	-	-		Stringer or Tie Plates outside Hatchways ... }	-	-	-	-	-	-	-
" "	-	-	-	-	-	-		Deck Beam Clamps	-	-	-	-	-	-	-
" "	-	-	-	-	-	-		" " Shelf	-	-	-	-	-	-	-
" "	-	-	-	-	-	-		Stringers in Hold	-	-	-	-	-	-	-
" "	-	-	-	-	-	-		Deck, Lower	N Pine	3	-	-	-	-	-
" "	-	-	-	-	-	-		Deck, Upper, how fastened to Beams	Through screw bolts & nuts						

Knight-heads „ } are they free from defects?
Hawse Timbers „  }

Bulkheads, No. 1 Forward to Thickness of $\frac{1}{16}$
 „ how secured to the sides of the ship Single Rib & Knee Plates
 „ size of vertical angle iron and their distance apart $3 \times 3 - \frac{9}{16} - 2\frac{1}{2}$ in apart

The Frames or Ribs extend in one length from Keel to Gumwale rivetted through plates with ($\frac{7}{8}$ in.) rivets, about ($5\frac{1}{2}$ ft) apart.

The reverse angle irons on the floors extend in one length across the middle line from Bilge to Bilge ~~on alternate floors~~ on alternate floors, & middle line to above bilge
 " " " on the frames " " " from Bilge to above ~~hold beams on alternate ribs~~ hold beams on alternate ribs, & from bilge to frame side
 Keelson, how are the various lengths of plates or angle irons connected? Butt Joints
-Rest

Keelson, how are the various lengths of plates or angle irons connected? *Butt straps*

Plates, Garboard, double ~~as single~~ ^{1/2 rivets in a pair} rivetted to keel & at upper edge, with rivets ($\frac{18}{16}$ ins.) diameter averaging ($\frac{1}{2}$ in.) from centre to centre of rivet.

Edges from Garboards to upper part of bilge, worked ~~covered with a lining piece~~ (in) thick, or clencher, double or single rivetted; rivets $\frac{3}{8}$ in. diameter, averaging ($3\frac{1}{2}$ ins.) from centre to centre of rivets.

Butts from Keel to turn of bilge, worked carvel with a lining piece () thick, double ~~or single~~ rivetted; rivets ($\frac{1}{2}$ in.) diameter.

averaging ($\frac{1}{2}$ ins.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? Yes in alternate
 „ Edges from bilge to planksheer, worked ^{cleanser} ~~cancel~~ with a lining piece ($\frac{1}{4}$) thick, double ~~on single~~ rivetted; rivets ($\frac{7}{8}$ in.) diameter, averaging ^{strake}

Butts from bilge to planksheers, worked carvel with a lining piece ($2\frac{1}{2}$ in.) thick, ~~on clamber~~, double or single rivetted; rivets ($\frac{7}{8}$ in.) diameter averaging ($3-3\frac{1}{2}$ ins.) from centre to centre of rivets. Breadth of laps in double rivetting ($5\frac{1}{2}$ in.)

Planksheer, how secured to the plating of the sides	{ Explain by sketch, if necessary. }	{ See sketch on the other side.
Waterway " " planksheer and to the Beams		

Side trussing _____ breadth and thickness of plates _____ how secured? *None*

Deck trussing	14	"	"	"	11/10	"	"	6 Pairs of diagonal plates on both sides, or 3 on each
---------------	----	---	---	---	-------	---	---	--

Deck Beams, how secured to the side? Riveted to frames & stringer plate

Hold or Lower Deck " Directed to James & Stringer Place

No. of breasthooks 1 crutches 1 how are pointers compensated? Stinson, and John Nelson & R. J. Connors

What description of iron is used for the angle iron and plate iron in the vessel? *Biddulph Bes.* Builder's Signature

Thomas Cernier & Son.

orkmanship. Are the lands or laps of the clenchwork in all cases in breadth at least five times the diameter of the rivets in case

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? *Will Potter*

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? 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? *None in butts only.*

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

She has **SAILS**.

CABLES, &c. Nos 194. 195.

ANCHORS, and their weights.

N ^o .		Fathoms.	Inches.	N ^o .	Weight.	
	Fore Sails,	Chain	300	1/3 1/4		
	Fore Top Sails,	Hempen Stream Cable	90	11		
	Fore Topmast Stay Sails,	Hawser	80	1 1/8		
	Main Sails,	Towlines	90	8		
	Main Top Sails,	Warp	90	7 1/2		
	and	All of <u>best</u> quality.				

Her Standing and Running Rigging are sufficient in size and had in quality.

She has one Life a Long Boat and three others.

The present state of the Windlass is Good Capstan Good and Rudder Good Pumps Two in Main Hold & Stowed

General Remarks, Statement and Date of Repairs, extent of corrosion (if any) both internally and externally, and condition of rivets.

DATES of Surveys { 1st. On the several parts of the frame, when in place, and before the plating was wrought
 held while building, { 2nd. On the plating during the progress of rivetting
 as per Section 17. { 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

White Building

The upper deck stringer plate is 6 inches wider than required and is treble rivetted in midship body of the vessel the length of 37 beams, or 127 feet.

She has a Top Gallon
Fore Castle, a Cabin Deck
House aft & a small Deck
House abaft the Fore Mast.
also a short Steermy Breeze.

The Stringer in lower hold below the Beams is much in excess of Rule being joined of a Plate $9\frac{1}{2}$ by $8\frac{1}{16}$ with double angle Iron on both edges $5\frac{1}{2} \times 4\frac{1}{2} - 9\frac{1}{16}$ on the frames, and 3 by 3 - $8\frac{1}{16}$ on the outer edge for a distance of 50 Ribs in Midships, and from thence to the ends of the Ship of Bulb Iron 9 by $9\frac{1}{16}$ between double angle Iron $5\frac{1}{2} \times 4\frac{1}{2} - 9\frac{1}{16}$.

The Bulkhead Angle Iron is less than required by a mistake of the workmen going to the wrong pile of iron, so there are reversed angle iron $2\frac{1}{2} \times 2\frac{1}{2}$ lbs put on the midship only for compensation.

The Plating of masts are 7/16 - except at the heads which are 5/16, butts and edges double rivetted. Four angle iron 4x3-9/16 in the Fore & Main Masts & three ditto 3x2-7/16 in the Mizzen Mast. Foremast plate 7/16 & 9/16 with 3 angle iron 4x3-7/16, butts & edges double rivetted. 2nd mast steel plate 4/16 & 3/16 with 2 angle iron 2x2-7/16. Steel lower & upper yard, plate 4/16 & 3/16 with 2 angle iron 2x2-7/16. Cross jack yard ditto. The butts of 2nd mast & yards are double rivetted and the edges single. The lower masts have two lining plate in each mast 9 in wide on the edges of mast plate, Mast plate 9 feet long.

In what manner are the surfaces preserved from oxidation? *Cement in bottom.*
Red Paint.

I am of opinion this Vessel should be classed C A 1

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

Ded *MC* Special£ *65: 19: "* *Mr Lenhouse Martindale*
 Certificate (if required)£ *: Grates 2/2/04*

Committee's Minute *Spent 2^d Decemr 1864*

Character assigned A-1. Built under special Army
(A + C. P.)

