

IRON SHIPS.

No. 25512 Survey held at Stamley St. M. Date Dec 4 1865.
 on the Ship "Wakefield" Master Crossley
 Tonnage under tonnage deck 1187 Built at Stamley St. M. When built 1862 & 1865 Launched Feb 25 1865
 Ditto of poop or spar deck By whom built John W. S. B. C. Owners Wakefield Wash & Co
 Ditto of engine room Port belonging to Liverpool Destined Voyage India
 Total Register tonnage 1187 If Surveyed while Building, Afloat, or in Dry Dock On the building slip and at Liverpool

Length aloft 202 Feet. 0 Inches. Extreme Breadth 35 Feet. 0 Inches. Depth from top of Upper Deck Beam to top of Floor 24 Feet. 6 Inches. Power of Engines Two. No. of Decks Two.

(Dimensions of Ship per Register, length breadth depth)

| | Inches in Ship. | Inches required per Rule. | 16ths required per Rule. |
|--|---|--|--------------------------------------|
| Keel, if bar iron, depth and thickness | <u>9 x 1 1/2</u> | | |
| Keel, if plate iron, breadth and thickness | <u>33 x 1 1/2</u> | | |
| Stem, if bar iron, moulding and thickness | <u>9 x 1 1/2</u> | | |
| Stem, if plate iron, breadth and thickness | <u>9 x 2 1/2</u> | | |
| Stern-post, if bar iron, moulding and thickness | <u>9 x 2 1/2</u> | | |
| Stern-post, if plate iron, breadth and thickness | <u>9 x 2 1/2</u> | | |
| Distance of Frames from moulding edge to moulding edge, all fore and aft | <u>21</u> | | |
| Frames, Size of Angle Iron, single or double | <u>5 3/2</u> | <u>9/16</u> | |
| Reversed Iron, if to every frame | <u>3 1/2</u> | <u>3/2</u> | <u>7/16</u> |
| Floors, depth and thickness of Floor Plate at mid line | <u>18 x</u> | <u>9/16</u> | |
| Ditto ditto at Bilge Keelson | <u>7 x</u> | <u>9/16</u> | |
| Size of Reversed Angle Iron, and double at top of Floor Plate | <u>3 1/2</u> | <u>3/2</u> | <u>7/16</u> |
| Beams, Deck (No. of double Angle Iron, at alternate Plate, Tee, or Bulb Iron) | <u>8 1/2 x</u> | <u>9/16</u> | |
| Double or single Angle Iron, on upper edge | <u>3 1/2</u> | <u>3/2</u> | <u>7/16</u> |
| average space between | <u>42</u> | | |
| Hold, or Lower Deck (No. of double Angle, Tee, Plate, or Bulb Iron) | <u>8 1/2 x</u> | <u>10/16</u> | |
| Double or single Angle Iron, on upper edge | <u>3 1/2</u> | <u>3/2</u> | <u>7/16</u> |
| average space between | <u>42</u> | | |
| Paddle, sided and moulded, thickness of Plate size of Angle Iron | | | |
| Engine | | | |
| Keelson, single or double plate, box, or intercostal | | | |
| Size of Plates (Horizontal) | <u>1 1/2 x</u> | <u>8/16</u> | |
| Size of Angle Irons | <u>5 1/2</u> | <u>4 1/2</u> | <u>9/16</u> |
| Side, single or double plate, box, or intercostal | <u>5 x 4 x</u> | <u>9/16</u> | |
| Bilge (No. of single, or double plate, or box) | <u>5 x 4 x</u> | <u>9/16</u> | |
| Transoms, material or, if none, in what manner compensated for. | | | |
| Knight-heads, and Hawse Timbers | | | |
| The Frames extend in one length from | <u>Bulb plate</u> | <u>to gun wall</u> | |
| The reverse angle irons on the floors extend in one length across the middle line from | <u>plate</u> | <u>to hold-beam stringer angle iron</u> | |
| on the frames | <u>two</u> | <u>from middle plate to gun wall</u> | |
| Keelson, how are the various lengths of plates or angle irons connected? | <u>Centre plate by Butt straps triple riveted, and angle iron straps</u> | | |
| Plates, Garboard, double or rivetted to keel, double or at upper edge, with rivets | <u>5/8 x 7/8 ins.</u> | diameter, averaging | <u>(4 1/2 ins.)</u> apart. |
| Edges from Garboards to upper part of bilge, worked clench, double or single rivetted; with rivets | <u>(7/8 in.)</u> | diameter, averaging | <u>(3 ins.)</u> apart. |
| Butts from Keel to turn of bilge, worked carvel with butt straps | <u>(1 1/2 x 1 1/2 x 9/16)</u> | thick, double or single rivetted; with rivets | <u>(7/8 in.)</u> diameter, averaging |
| Do the butt straps lap over and rivet through the lands of the strake below? | | | <u>No.</u> |
| Edges from bilge to sheerstrake, worked carvel with a king-piece | <u>()</u> | thick, or clench, double or single rivetted; with rivets | <u>(7/8 in.)</u> diameter, averaging |
| Do the butt straps lap over and rivet through the lands of the strake below? | | | <u>No.</u> |
| Edges of Sheerstrake, double or single rivetted? At upper edge | <u>single to trussing plate</u> | At lower edge | <u>Double</u> |
| Butts from bilge to planksheers, worked carvel with butt straps | <u>(1 1/2 x 1 1/2 x 9/16)</u> | thick, double or single rivetted; with rivets | <u>(7/8 in.)</u> diameter, averaging |
| Breadth of laps in double rivetting | <u>(5)</u> | Breadth of laps in single rivetting | <u>()</u> |
| Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted? | | | <u>All Double</u> |
| Planksheer, how secured to the plating of the sides | | Explain by sketch | <u>See sketch of section</u> |
| Waterway | | if necessary. | |
| Deck Beams, how secured to the side? | <u>By knee plates forged out of bulb-iron beams and riveted to frames</u> | | |
| Hold or Lower Deck ditto | <u>No</u> | | |
| Paddle | | | |
| What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.? | <u>Consett's</u> | | |
| Manufacturer's name or trade mark | <u>Consett's</u> | | |

We certify that the above is a correct description of the several particulars therein given.

Builder's Signature Philip Beckett Surveyor's Signature J. F. Lloyd's Register

Superintendent of the Company.

Workmanship. Are the lands or laps of the clenchwork in all cases in breadth at least five and a half times the diameter of the rivets in double rivetted edges and butts, and at least three and a quarter times the diameter of the rivets where single rivetting is admitted? yes.

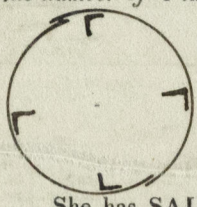
Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies? generally so

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

Do the holes for rivetting plate to frames, butt straps, or plate to plate, &c., conform well to each other? generally so 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? some in butts.

Her Masts, Bowsprit, Yards, &c., are in good condition, and sufficient in size and length. (If they are of Iron or Steel give the Scantlings of Plating, Angle Irons, &c., and further explain by a Sketch showing how the lower Masts and Bowsprit are constructed, showing the number of Plates and Angle Irons, mode of rivetting, quality of Materials, and if stamped with Maker's name.



Fore, Main, bowsprit and seven masts of 7/16 Iron. Two plates in the round & single ribs in each except size which has 3 in. and all of 4x3x7/16 single riveted in edges and double in Butts. Lower yards, lower top only part in fore & main and Crown jacks yards of Iron in two plates 5/16 tapered to 1/4 in single riveted in edges and double in butts. and two angle iron in each of 3x3x7/16 all other plates of wood & good.

She has SAILS.

CABLES, &c.

ANCHORS, and their weights.

| N ^o . | | Fathoms. | Inches. | Tested to Tons. | N ^o . | Weight. | Tested to Tons. |
|--------------------------|---------------------------|----------|---------|-----------------|------------------|---------|-----------------|
| Fore Sails, | Chain | | | | Bowers, | | |
| Fore Top Sails, | Hempen Stream Cable | | | | Stream, | | |
| Fore Topmast Stay Sails, | Hawser | | | | Kedges, | | |
| Main Sails, | Towlines | | | | | | |
| Main Top Sails, | Warp | | | | | | |
| and | All of quality. | | | | | | |

Her Standing and Running Rigging of wire & hemp sufficient in size and good in quality.

She has One Long Boat and 3 others

The present state of the Windlass is good Capstan two of iron and Rudder good Pumps two main pumps of iron and a pair of bilge pumps. which are

| Order for Special Survey | DATES of | 1st. | 2nd. | 3rd. | 4th. | 5th. |
|---------------------------|----------------|--|---|---|---|-----------------------------|
| No. <u>328</u> | Surveys held | On the several parts of the frame, when in place, and before the plating was wrought | On the plating during the progress of rivetting | When the beams were in and fastened, and before the decks were laid | When the ship was complete, and before the plating was finally coated | After the ship was launched |
| Date <u>8/4/64</u> | while building | | | | | |
| Order for Ordinary Survey | as per | | | | | |
| No. | Section 18. | | | | | |
| Date | | | | | | |

State if she has a Spar Deck no House yes or Forecastle yes.

General Remarks,

This vessel is not built in accordance with the requirements of the Rules for A1, or the A grade.

The builders left an order for A1, and the grade as we may under the circumstances be able to recommend her for. - In course of completion I found the run-bulwarks not sufficiently supported by stanchions, the ball-bitt (of wood) not run down to the lower decks, merely stepped on one of the deck-beams, and supported above by the forecastle, the decks roughly laid, and the outfit incomplete. - Notice of the above was sent to the builders, and the manager informed me she was Classed 20 years A1 in the Liverpool Works, and should they require the A1 class my recommendations would have their consideration.

Since launching she has been in Liverpool for sale, and now left the port on her voyage, - my recommendations not attended to and no examination of Anchors, Chains &c.

In what manner are the surfaces preserved from oxidation? Inside By paint and Portland Cement in places Outside By paint.

I am of opinion this Vessel should be Classed A1 when the above named are attended to

The amount of the Fee £ 50 is received by me, and made official.

Special £ 50

Certificate (if required) £ 10

Committee's Minute L'pool Apr 10 - 1877

Character assigned Record only. Transmit Report to London.

Fee not paid

