

# IRON SHIPS.

No. 584 Survey held at Newcastle Date June 24<sup>th</sup> 1854  
 on the 3 Mast Screw Steamer Nabella Croll Master James Nelson.  
 Tonnage Gross 525 <sup>4</sup>/<sub>10</sub> Engine Room 103 <sup>9</sup>/<sub>10</sub> Register 421 <sup>5</sup>/<sub>10</sub> Built at Newcastle.  
 When Built 1854 By whom built Palmer Brothers & Co. Owners Alex<sup>r</sup> & Angus Croll.  
 Port belonging to London Destined Voyage London.  
 If Surveyed Afloat or in Dry Dock On the Slip.

Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth from Beam to top of Floor	Feet.	Inches.	Power of Engines	Horse No.
.....	<u>143</u>	<u>1</u>	.....	<u>26</u>	<u>6 <sup>1</sup>/<sub>10</sub></u>	.....	<u>14</u>	<u>9 <sup>1</sup>/<sub>10</sub></u>	.....	<u>40</u>
Distance between Floors amidships	Feet.	Inches.	Feet.	Inches.	8ths.	Sketch, when necessary.	Inches.	8ths.	Sketch, when necessary.	
" " " forward and aft	<u>1</u>	<u>3</u>	<u>1</u>	<u>8</u>			<u>6</u>	<u>ins by 2</u>	<u>ins</u>	
" " Ribs amidships	<u>1</u>	<u>3</u>	<u>1</u>	<u>3</u>			<u>3 1/2</u>	<u>by 8</u>	<u>ins</u>	
" " " forward and aft	<u>1</u>	<u>8</u>	<u>1</u>	<u>8</u>			<u>6</u>	<u>ins by 2</u>	<u>ins</u>	
Floors, Size of Angle Iron, and No. / at bottom of Floor Plate	<u>4</u>	<u>by 3</u>	<u>2 1/2</u>	<u>by 3/8</u>			<u>6</u>	<u>ins by 2</u>	<u>ins</u>	
" depth & thickness of Plate at mid line	<u>2 1/2</u>	<u>by 3/8</u>	<u>6</u>	<u>ins by 3/8</u>			<u>6</u>	<u>ins by 2</u>	<u>ins</u>	
" " " at turn of bilge	<u>6</u>	<u>ins by 3/8</u>	<u>2 1/2</u>	<u>by 2 1/2</u>			<u>1 1/2</u>	<u>by 1/2</u>	<u>ends</u>	
" Size of Reversed Angle Iron, and No. / at top of Floor Plate	<u>2 1/2</u>	<u>by 2 1/2</u>	<u>4</u>	<u>by 3</u>			<u>1 1/2</u>	<u>by 1/2</u>	<u>ends</u>	
Ribs, Size of Angle Iron, single or double	<u>4</u>	<u>by 3</u>	<u>4</u>	<u>by 3</u>			<u>1 1/2</u>	<u>by 1/2</u>	<u>ends</u>	
" " Reversed Iron, if to every frame or every frame	<u>In short lengths</u>		<u>5</u>	<u>ins by 3</u>			<u>1 1/2</u>	<u>by 1/2</u>	<u>ends</u>	
Beams, Deck (N <sup>o</sup> . <u>37</u> ) double or single Angle Iron	<u>5</u>	<u>ins by 3</u>	<u>4</u>	<u>ft</u>	<u>X</u>		<u>1 1/2</u>	<u>by 1/2</u>	<u>ends</u>	
" " depth & thickness of plate amidships	<u>On Hatch &amp; Beams</u>		<u>7</u>	<u>feet</u>	<u>at the ends</u>		<u>1 1/2</u>	<u>by 1/2</u>	<u>ends</u>	
" " double or single Angle Iron, on lower edge	<u>On Hatch &amp; Beams</u>		<u>4</u>	<u>ft</u>	<u>X</u>		<u>1 1/2</u>	<u>by 1/2</u>	<u>ends</u>	
" " average space between	<u>4</u>	<u>ft</u>	<u>4</u>	<u>ft</u>	<u>X</u>		<u>1 1/2</u>	<u>by 1/2</u>	<u>ends</u>	
" " if wood (N <sup>o</sup> . ) sided & moulded	<u>On Hatch &amp; Beams</u>		<u>4</u>	<u>ft</u>	<u>X</u>		<u>1 1/2</u>	<u>by 1/2</u>	<u>ends</u>	
" Hold, (N <sup>o</sup> . <u>30</u> ) double or single Angle Iron	<u>5</u>	<u>by 3</u>	<u>4</u>	<u>ft</u>	<u>X</u>		<u>1 1/2</u>	<u>by 1/2</u>	<u>ends</u>	
" " depth & thickness of plate amidships	<u>7</u>	<u>feet</u>	<u>4</u>	<u>ft</u>	<u>at the ends</u>		<u>1 1/2</u>	<u>by 1/2</u>	<u>ends</u>	
" " double or single Angle Iron, on lower edge	<u>7</u>	<u>feet</u>	<u>4</u>	<u>ft</u>	<u>at the ends</u>		<u>1 1/2</u>	<u>by 1/2</u>	<u>ends</u>	
" " average space between	<u>7</u>	<u>feet</u>	<u>4</u>	<u>ft</u>	<u>at the ends</u>		<u>1 1/2</u>	<u>by 1/2</u>	<u>ends</u>	
" " if wood (N <sup>o</sup> . ) sided & moulded	<u>7</u>	<u>feet</u>	<u>4</u>	<u>ft</u>	<u>at the ends</u>		<u>1 1/2</u>	<u>by 1/2</u>	<u>ends</u>	
" Paddle, wood, sided and moulded or if Iron, size of Plate	<u>7</u>	<u>feet</u>	<u>4</u>	<u>ft</u>	<u>at the ends</u>		<u>1 1/2</u>	<u>by 1/2</u>	<u>ends</u>	
" Engine	<u>7</u>	<u>feet</u>	<u>4</u>	<u>ft</u>	<u>at the ends</u>		<u>1 1/2</u>	<u>by 1/2</u>	<u>ends</u>	
Keelson, wood, sided & moulded, iron, size of plate, if Box, give sketch & dimensions	<u>2 1/2</u>	<u>by 7/16</u>	<u>2 1/2</u>	<u>by 7/16</u>	<u>thick</u>		<u>1 1/2</u>	<u>by 1/2</u>	<u>ends</u>	
" Side or Bilge	<u>2 1/2</u>	<u>by 7/16</u>	<u>2 1/2</u>	<u>by 7/16</u>	<u>thick</u>		<u>1 1/2</u>	<u>by 1/2</u>	<u>ends</u>	
" Number	<u>2</u>		<u>2</u>				<u>1 1/2</u>	<u>by 1/2</u>	<u>ends</u>	
Transoms, material <u>Iron</u> or, if none, in what manner compensated for.	<u>Iron</u>		<u>Iron</u>				<u>1 1/2</u>	<u>by 1/2</u>	<u>ends</u>	
Knight-heads	<u>Cast</u>		<u>Cast</u>				<u>1 1/2</u>	<u>by 1/2</u>	<u>ends</u>	
Hawse Timbers	<u>Cast</u>		<u>Cast</u>				<u>1 1/2</u>	<u>by 1/2</u>	<u>ends</u>	
The Ribs extend in one length from <u>Keel</u> to <u>Gunwale</u> rivetted through plates with ( <u>3/4</u> in.) rivets, about ( <u>6</u> ins) apart.	<u>Keel</u>		<u>Gunwale</u>				<u>1 1/2</u>	<u>by 1/2</u>	<u>ends</u>	
The reverse angle irons on the floors extend in one length across the middle line from <u>Side</u> to <u>Side</u>	<u>Side</u>		<u>Side</u>				<u>1 1/2</u>	<u>by 1/2</u>	<u>ends</u>	
" " " on the ribs <u>In short lengths in wake of stringers to which they are rivetted.</u>	<u>In short lengths</u>		<u>In short lengths</u>				<u>1 1/2</u>	<u>by 1/2</u>	<u>ends</u>	
Keelson, if wood, length of scarp if iron, how are the various lengths connected? <u>By angle iron</u>	<u>By angle iron</u>		<u>By angle iron</u>				<u>1 1/2</u>	<u>by 1/2</u>	<u>ends</u>	
Plates, Garboard, double or single rivetted to keel, with rivets ( <u>7/8</u> ins.) diameter averaging ( <u>3</u> in.) from centre to centre of rivet.	<u>7/8</u>		<u>3</u>				<u>1 1/2</u>	<u>by 1/2</u>	<u>ends</u>	
" edges from Garboards to turn of bilge, worked carvel with a lining piece ( <u>1</u> in.) thick, or clencher, double or single rivetted; rivets ( <u>3/4</u> in.) diameter, averaging ( <u>2 1/4</u> ins.) from centre to centre of rivets.	<u>1</u>		<u>2 1/4</u>				<u>1 1/2</u>	<u>by 1/2</u>	<u>ends</u>	
" butts from Garboards to turn of bilge, worked carvel with a lining piece ( <u>1/2</u> ) thick, double or single rivetted; rivets ( <u>3/4</u> in.) diameter, averaging ( <u>2 1/4</u> ins.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? <u>No</u>	<u>1/2</u>		<u>2 1/4</u>				<u>1 1/2</u>	<u>by 1/2</u>	<u>ends</u>	
" edges from bilge to wales, worked carvel with a lining piece ( <u>1/2</u> ) thick, or clencher, double or single rivetted; rivets ( <u>3/4</u> in.) diameter, averaging ( <u>2 1/4</u> ins.) from centre to centre of rivets.	<u>1/2</u>		<u>2 1/4</u>				<u>1 1/2</u>	<u>by 1/2</u>	<u>ends</u>	
" butts from bilge to wales, worked carvel with a lining piece ( <u>1/2</u> ) thick, double or single rivetted; rivets ( <u>3/4</u> in.) diameter, averaging ( <u>2 1/4</u> in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? <u>No</u>	<u>1/2</u>		<u>2 1/4</u>				<u>1 1/2</u>	<u>by 1/2</u>	<u>ends</u>	
" edges of wales and to planksheers, worked carvel with a lining piece ( <u>1/2</u> ) thick, or clencher, double or single rivetted; rivets ( <u>3/4</u> in.) diameter averaging ( <u>2 1/4</u> ins.) from centre to centre of rivets.	<u>1/2</u>		<u>2 1/4</u>				<u>1 1/2</u>	<u>by 1/2</u>	<u>ends</u>	
Planksheer, how secured to the plating of the sides	<u>By screw pointed bolts</u>		<u>By screw pointed bolts</u>				<u>1 1/2</u>	<u>by 1/2</u>	<u>ends</u>	
Waterway " " planksheer and to the Beams	<u>By screw pointed bolts</u>		<u>By screw pointed bolts</u>				<u>1 1/2</u>	<u>by 1/2</u>	<u>ends</u>	
Side trussing breadth and thickness of plates how secured	<u>By screw pointed bolts</u>		<u>By screw pointed bolts</u>				<u>1 1/2</u>	<u>by 1/2</u>	<u>ends</u>	
Deck trussing " " " "	<u>By screw pointed bolts</u>		<u>By screw pointed bolts</u>				<u>1 1/2</u>	<u>by 1/2</u>	<u>ends</u>	
Deck Beams, how secured to the side	<u>By Iron brackets</u>		<u>By Iron brackets</u>				<u>1 1/2</u>	<u>by 1/2</u>	<u>ends</u>	
Hold " " " "	<u>By screw pointed bolts</u>		<u>By screw pointed bolts</u>				<u>1 1/2</u>	<u>by 1/2</u>	<u>ends</u>	
Paddle " " " "	<u>By screw pointed bolts</u>		<u>By screw pointed bolts</u>				<u>1 1/2</u>	<u>by 1/2</u>	<u>ends</u>	
No. of breasthooks crutches how are pointers compensated?	<u>2</u>		<u>2</u>				<u>1 1/2</u>	<u>by 1/2</u>	<u>ends</u>	
What description of iron is used for the angle iron and bar iron in the vessel? <u>Best Ship Iron</u>	<u>Best Ship Iron</u>		<u>Best Ship Iron</u>				<u>1 1/2</u>	<u>by 1/2</u>	<u>ends</u>	



666 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? *mostly 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? *nicely counter sunk*  
 Are there any rivets which either break into or have been put through the seams or butts of the plating? *none seen.*  
 Was the plating caulked internally in the wake of the frames or ribs? *not usual.*

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>Single Suit of Sails for 3 masted Schooner</i>	Fore Sails,	<i>240</i>	Chain .....	<i>1 1/4</i>	<i>3</i>	Bower, <i>14" 1" 14</i>
	Fore Top Sails,	<i>90</i>	<i>Hawser Chain</i>	<i>7/8</i>	<i>1</i>	<i>13" 3" 0</i>
	Fore Topmast Stay Sails,	<i>90</i>	Hempen Stream Cable .....	<i>9</i>	<i>1</i>	Stream, <i>2" 0" 9</i>
	Main Sails,	<i>90</i>	Hawser .....	<i>7 1/2</i>		Kedge, <i>2" 0" 4</i>
	Main Top Sails,	<i>90</i>	Towlines .....	<i>5 1/2</i>		
and <i>well found</i>			Warp .....			
			All of <i>best</i> quality.			

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

She has *One* Long Boat and *one of 16 feet*

The present state of the Windlass is *effick* Capstan *Double Winch* and Rudder *effick* Pumps *effick*

### GENERAL REMARKS.

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

*This Vessel was intended for the Iron Screw Collier Company and is similar in construction to their Vessels. Being expressly designed for the Coal trade. She has three Iron Bulkheads to the height of Deck Beams. and Iron water tight Platforms fitted about 8 feet below the Deck at each end of the Vessel. also a water tight Platform above the floor plates in the main Hold. for ballasting with water at shore parts.*

In what manner are the surfaces preserved from oxidation? *By red lead*

I am of opinion this Vessel should be classed *A. 1.*

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

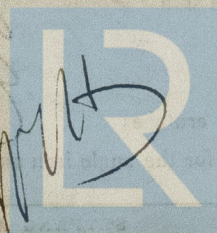
Special .....£ 26: 5: - } *6/9/54*

Certificate (if required) .....£ : :

Committee's Minute *16 Sept 1854*

Character assigned *1* *Builder of Iron* *"M. C. 54"*

*Samuel Perrow.*



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