

IRON SHIPS.

No. 6290 Survey held at Newcastle Date Sept^r 19th 1855
 on the 3 Mast Screw Schⁿ Hutton Chaytor Master Pilot (Protem)
 Tonnage Gross 528 ^{1/4} Engine Room 104, 69 Register 424, 05 Built at Newcastle
 When Built 1855 By whom built Palmer Brothers Owners Iron Screw Collier Compy
 Port belonging to London Destined Voyage London
 If Surveyed Afloat or in Dry Dock On the Slip Launched 20th June 1855

Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth from Beam to top of Floor	Feet.	Inches.	Power of Engines	Horse No.
	17	0		26	7		15	7 1/2		70
Distance between Floors amidships	1	3				Stem, if bar iron, moulding and thickness			6 by 2 3/8	
" " " forward and aft	1	8				" if plate iron, breadth and thickness				
" " Ribs amidships	1	3				Stern-post, if bar iron, moulding and thickness			8 by 3 1/2	
" " " forward and aft	1	8				" if plate iron, breadth and thickness				
Floors, Size of Angle Iron, and No. / at bottom of Floor Plate	4	by 3				Keel, if bar iron, depth and thickness			6 by 2 3/8	
" depth & thickness of Plate at mid line	15	in. by 7 1/16				" if plate iron, breadth and thickness				
" " " at turn of bilge	4	" 7 1/16				Garboard Plates, thickness			9 1/16 1/2	
" Size of Reversed Angle Iron, and No. / at top of Floor Plate	3	by 3				" to bilge			Best 1/2 7 1/16	
Ribs, Size of Angle Iron, single or double	4	by 3				Bilge			Ship 1/2 7 1/16	
" " Reversed Iron, if to every frame or every	3	by 3 1/2 by 2 1/2				" to Wales			Iron 7 1/16 3/8	
Beams, Deck (No. 40) double or single	6	by 3				Wales				
" Angle Iron						Topsides			7 1/16 3/8	
" depth & thickness of plate amidships						Sheerstrakes			1/2 7 1/16	
" double or single Angle Iron, on lower edge						Planksheers			Material, Red Pine 8 in.	
" average space between	3	ft 3 in.				Gunwale Plate or Stringer			Iron 2 ft by 1/2	
" if wood (No.) sided & moulded						Waterway			Red Pine 8 in.	
" Hold, (No. 30) double or single	6	by 3				Deck			Yellow Pine 3 1/4	
" Angle Iron						Ceiling in flat			Rock Elm 2 1/2	
" depth & thickness of plate amidships						Bilge Planks inside				
" double or single Angle Iron, on lower edge						Ceiling from Bilge to Clamps				
" average space between	7 to 8 ft in main hold					Hold Beam Clamps				
" if wood (No.) sided & moulded	at the ends one at every other rib					" " Shelf				
" Paddle, wood, sided and moulded or if Iron, size of Plate						" " Stringers			Iron 12 in. by 7 1/16	
" Engine						Ceiling between Decks			8 6 by 3 Angle Iron	
Keelson, wood, sided & moulded, iron, size of plate, if Box, give sketch & dimensions	20 in. by 7 1/16					Stringers			above	
" Side or Bilge	Two tripp Keelsons & with double Angle Irons above					Deck Beam Clamps				
" Number						" " Shelf			Double angle Iron Stringer	

Transoms, material Iron or, if none, in what manner compensated for.

Knight-heads Iron Plates & Ribs are they free from defects?

Hawse Timbers Do Do

The Ribs extend in one length from Keel to Gunwale rivetted through plates with (3/4 in.) rivets, about (6 in.) apart.

The reverse angle irons on the floors extend in one length across the middle line from Side to Side
 " " " on the ribs " to above the turn of Bilge.

Keelson, if wood, length of scarp if iron, how are the various lengths connected? By Angle Iron

Plates, Garboard, double or single rivetted to keel, with rivets (7/8 in.) diameter averaging (3 in.) from centre to centre of rivet.
 " edges from Garboards to turn of bilge, worked carvel with a lining piece (1/2 in.) thick, or clencher, double or single rivetted; rivets (3/4 in.) diameter, averaging (2 1/4 in.) from centre to centre of rivets.

" butts from Garboards to turn of bilge, worked carvel with a lining piece (1/2) thick, double or single rivetted; rivets (3/4 in.) diameter, averaging (2 1/4 in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? No
 " edges from bilge to wales, worked carvel with a lining piece (1/2) thick, or clencher, double or single rivetted; rivets (3/4 in.) diameter, averaging (2 1/4 in.) from centre to centre of rivets.

" butts from bilge to wales, worked carvel with a lining piece (7/16) thick, double or single rivetted; rivets (3/4 in.) diameter, averaging (2 1/4 in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? No
 " edges of wales and to planksheers, worked carvel with a lining piece () thick, or clencher, double or single rivetted; rivets (3/4 in.) diameter averaging (2 1/4 in.) from centre to centre of rivets.

Planksheer, how secured to the plating of the sides { Explain by sketch, if necessary. }
 Waterway " " planksheer and to the Beams {
 Side trussing " " breadth and thickness of plates how secured

Deck trussing " " By Brackets " "

Deck Beams, how secured to the side Do Do

Hold " " Compensated
 Paddle " " crutches

No. of breasthooks how are pointers compensated? By Ribs & Plating
 What description of iron is used for the angle iron and bar iron in the vessel? Best Ship Iron

By Screw Bolts driven from above with nuts below Stringer.

Double angle Iron Stringer running fore and aft between Bilge & Hold Beams.

889 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? *close*
 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? *well* 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*

She has three Bulkheads up to Main Deck in addition to the Stuffing Box Partition also an Iron Platform or deck at each end of Vessel below the Main Deck

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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.	
N ^o .		Fathoms.		Inches.	N ^o .	
<i>Single Suit of Sails</i>	Fore Sails,	<i>240</i>	Chain	<i>1 1/4</i>	<i>3</i>	<i>14" 0" 5 Porters Patent</i>
	Fore Top Sails,	<i>90</i>	<i>Chain Hawser</i>	<i>7/8</i>	<i>1</i>	<i>14" 0" 9 "</i>
	Fore Topmast Stay Sails,	<i>90</i>	Hempen Stream Cable	<i>7/8</i>	<i>1</i>	<i>15" 2" 23 Common</i>
	Main Sails,	<i>90</i>	Hawser	<i>10</i>		<i>3" 0" 0</i>
	Main Top Sails,	<i>90</i>	Towlines	<i>8</i>		<i>1" 2" 0</i>
			Warp	<i>5</i>		
			All of <i>best</i> quality.			

and *well found.*
galvanised wire
 Her Standing and Running Rigging *is* sufficient in size and *good* in quality.

She has *a* Long Boat and *Jolly*

The present state of the Windlass is *efficiently* Capstan and Rudder *efficiently* Pumps *efficiently*

GENERAL REMARKS.

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

*This is another of the Iron Screw Colliers
 Built under Special Survey Per Order
 No. 74.*

In what manner are the surfaces preserved from oxidation? *By red lead outside and inside by a Patent Composition*

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

The amount of the Fee£ *5* : - : is received by me, *Samuel Retory,*

6th Nov Special£ *26* : *8* :

Certificate (X required)£ - : - :

Committee's Minute *19th October 1855*

Character assigned *1st Class Iron*



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Foundation