

# IRON SHIPS.

No. 6779 Survey held at Newcastle Date February 12th 1887  
 on the Screw Steamer "Seaton" Master William Taylor Taylor  
 Tonnage Gross 551 <sup>52</sup>/<sub>100</sub> Engine Room 176 <sup>49</sup>/<sub>100</sub> Register 375 <sup>43</sup>/<sub>100</sub> Built at Newcastle  
 When Built 1857 By whom built Palmer Bros & Co Owners Nicholas Wood  
 Port belonging to London Destined Voyage London  
 Is Surveyed Afloat or in Dry Dock While building and afloat.

Length	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth from Beam to top of Floor	Feet.	Inches.	Power of Engines	Horse No.
Length	175	9/10	26	9/10		15	6/10		70	
Distance between Floors amidships	1	6	1	6						
" " " forward and aft	1	6	1	6						
" " Ribs amidships	1	6	1	6						
" " " forward and aft	1	6	1	6						
Floors, Size of Angle Iron, and No. / at bottom of Floor Plate	4	3	1/2	3 3/4	2 3/4	7/16				
" depth & thickness of Plate at mid line	18	16	1/2	16	7/16					
" " " at turn of bilge										
" Size of Reversed Angle Iron, and No. / at top of Floor Plate	3	2 1/2	3/8	2 3/4	2 1/4	3/8				
Ribs, Size of Angle Iron, single or double	4	3	1/2	3 3/4	2 3/4	7/16				
" Reversed Iron, to every frame	3	3 1/2	3/8	2 3/4	2 1/4	3/8				
Beams, Deck (No. 46) double or single	6 1/2	7/16		6 1/2	7/16					
Bulb Angle Iron	6 1/2	7/16		6 1/2	7/16					
" depth & thickness of plate amidships	6 1/2	7/16		6 1/2	7/16					
" double or single Angle Iron, on lower edge	2 1/2	2 1/2	3/8	2 1/2	2 1/2					
" average space between	3ft			3ft						
" if wood (No. ) sided & moulded										
" Hold, (No. 30) double or single	6	3	7/16							
" Angle Iron										
" depth & thickness of plate amidships										
" double or single Angle Iron, on lower edge										
" average space between	6ft			6ft						
" if wood (No. ) sided & moulded										
" Paddle, wood, sided and moulded or if Iron, size of Plate										
" Engine										
Keelson, wood, sided & moulded, iron, size of plate, if Box, give sketch & dimensions	18	7/16	with	10	7/16	with				
" Side or Bilge	angle iron	5	3	7/16	angle iron					
" Number	4									

Transoms, material Plate or, if none, in what manner compensated for.  
 Knight-heads " Iron } are they free from defects?  
 Hawse Timbers " Iron }  
 The Ribs extend in one length from Keel to gunwale rivetted through plates with ( 7/8 in.) rivets, about ( 6 ) apart.  
 The reverse angle irons on the floors extend in one length across the middle line from Keel to above Bilge  
 " " " on the ribs " " from Keel to Deck Stringer  
 Keelson, if wood, length of scarp if iron, how are the various lengths connected? Shifted  
 Plates, Garboard, double or single rivetted to keel, with rivets ( 1 3/16 ins.) diameter averaging ( 3 1/2 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 ( 7/8 in.) diameter, averaging ( 2 1/2 ins.) 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 ( 7/8 in.) diameter, averaging ( 2 1/2 ins.) 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 ( 7/8 in.) diameter, averaging ( 2 1/2 ins.) from centre to centre of rivets.  
 " butts from bilge to wales, worked carvel with a lining piece ( 1/16 ) thick, double or single rivetted; rivets ( 7/8 in.) diameter, averaging ( 2 1/2 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 ( 1/2 ) thick, or clencher, double or single rivetted; rivets ( 7/8 in.) diameter averaging ( 2 1/2 ins.) from centre to centre of rivets.  
 Planksheer, how secured to the plating of the sides { Explain by sketch, } Bolted to Stringer  
 Waterway " " planksheer and to the Beams { if necessary.  
 Side trussing breadth and thickness of plates how secured  
 Deck trussing " " 10 x 9/16 " "  
 Deck Beams, how secured to the side with welded knees rivetted to ribs  
 Hold " "  
 Paddle " "  
 No. of breasthooks 2 crutches 2 how are pointers compensated? Plate & angle iron  
 What description of iron is used for the angle iron and bar iron in the vessel? Palmer Bros & Co Builder's Signature  
Said to be of the best

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IRON 432A-0085



1264 Lion

**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? *Long lengths*  
 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? *Yes*  
 Are there any rivets which either break into or have been put through the seams or butts of the plating? *Some few*  
 Was the plating caulked internally in the wake of the frames or ribs? *No*

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

N <sup>o</sup> .	
1	Fore Sails,
1	Fore Top Sails,
1	Fore Topmast Stay Sails,
1	Main Sails,
1	Main Top Sails,
and other requisite sails	

**CABLES, &c.**

Chain .....	240	1 1/4
Hempen Stream Cable .....	90	8
Hawser Chain .....	90	7 1/8
Towlines .....	90	6
Warp .....	-	-
All of <i>good</i> quality.		

**ANCHORS, and their weights.**

N <sup>o</sup> .	Weight.
3	15-3-15-0
1	14-1-14-0
1	3-2-0
1	1-2

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

She has *a* Long Boat and *a* Jolly Boat

The present state of the Windlass is *good* Capstan *good* and Rudder *good* Pumps *2 good*

**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 *Oct<sup>r</sup>*
- 2nd. On the plating during the progress of rivetting *Nov<sup>r</sup>*
- 3rd. When the beams were in and fastened, and before the decks were laid *Nov<sup>r</sup>*
- 4th. When the ship was complete, and before the plating was finally coated *Nov<sup>r</sup> & Dec<sup>r</sup>*
- 5th. After the ship was launched *Jan<sup>y</sup> & Feb<sup>y</sup>*

This vessel has been built under special survey No 213 per order  
 Has Iron Bulwarks and Wire Standing Rigging  
 Rigged as a 3 masted Schooner. Testing certificates of Chain  
 cables produced.

In what manner are the surfaces preserved from oxidation? *Red Lead and Linseed Oil*

I am of opinion this Vessel should be classed *QA1*

The amount of the Fee ..... £ 5 : 0 : 0 is received by me, *Edm. Maxwell*

*John* Special ..... £ 27 : 11 : 0

Certificate (required) ..... £ : : :

Committee's Minute *17<sup>th</sup> February 1857*

Character assigned *Δ 1 for 9 Years*



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