

IRON SHIPS.

No. 1236 Survey held at West Hartlepool Date 11th June 1859
on the Screw Schooner "Vicer" Master Joseph Spence

Tonnage Gross 180 Engine Room 5 1/2 Register 0122 Built at London

When Built 1856 By whom built John Pile & Co Owners John Pile & Co

Port belonging to West Hartlepool Destined Voyage Rotterdam

If Surveyed Afloat or in Dry Dock In Dock John Pile & Co dry dock

Compared with the Rules of 6th Dec 1855 for 6 x 1 class

Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth from top of Upper Deck Beam to top of Floor	Feet.	Inches.	Power of Engines	Horse No.
<u>23</u>	<u>2</u>		<u>20</u>	<u>3</u>		<u>9</u>	<u>—</u>		<u>40</u>	
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	Inches in Ship.	Inches required per Rule.	Inches in Ship.	Inches required per Rule.	16ths required per Rule.	Inches in Ship.	Inches required per Rule.	16ths required per Rule.	Inches in Ship.	16ths required per Rule.
Floors, Size of Angle Iron, and No. <u>one</u> at bottom of Floor Plate	<u>3</u>	<u>3</u>	<u>7/16</u>	<u>2 1/2</u>	<u>2</u>	<u>5/16</u>				
„ depth and thickness of Floor Plate at mid line		<u>8</u>	<u>1/16</u>	<u>9</u>	<u>4/16</u>					
„ depth and thickness of Floor Plate at Bilge Keelson	<u>off</u>									
„ Size of Reversed Angle Iron, and No. <u>one</u> at top of Floor Plate	<u>2 1/2</u>	<u>2 1/2</u>	<u>6/16</u>	<u>2</u>	<u>2</u>	<u>4/16</u>				
Frames, Size of Angle Iron, single or double	<u>3</u>	<u>3</u>	<u>7/16</u>	<u>2 1/2</u>	<u>2</u>	<u>5/16</u>				
„ „ Reversed Iron, if to every frame	<u>2 1/2</u>	<u>2 1/2</u>	<u>6/16</u>	<u>—</u>	<u>—</u>	<u>—</u>				
„ „ to or every other frame	<u>2 1/2</u>	<u>2 1/2</u>	<u>6/16</u>	<u>—</u>	<u>—</u>	<u>—</u>				
Beams, Deck (N ^o <u>37</u>) double Angle Iron or Bulb Iron with double Angle Iron on top				<u>2</u>	<u>1 3/4</u>	<u>3/16</u>				
„ „ depth & thickness of plate amidships				<u>5</u>	<u>4/16</u>					
„ „ double or single Angle Iron,	<u>4 3/4</u>	<u>3</u>	<u>7/16</u>							
„ „ on lower edge										
„ „ average space between	<u>42</u>			<u>30</u>						
„ „ if wood (N ^o) sided & moulded										
„ „ Hold or Lower Deck (N ^o)										
„ „ double Angle Iron or Bulb Iron with double Angle Iron on top										
„ „ depth & thickness of plate amidships										
„ „ double or single Angle Iron,										
„ „ on lower edge										
„ „ average space between										
„ „ if wood (N ^o) sided & moulded										
„ „ Paddle, wood, sided and moulded										
„ „ or if Iron, size of Plate										
„ „ Engine										
„ „ Keelson, wood, sided & moulded, iron, size of	<u>11 1/2</u>	<u>6/16</u>	<u>2 1/2</u>	<u>2</u>	<u>5/16</u>					
„ „ plate, if Box, give sketch & dimensions	<u>3</u>	<u>3</u>	<u>6/16</u>	<u>6</u>	<u>4/16</u>					
„ „ Bulb, give sketch & dimensions										
„ „ Side or Barge										
„ „ Number				<u>2 1/2</u>	<u>2</u>	<u>5/16</u>				

Transoms, material _____ or, if none, in what manner compensated for. By ribs and plating
Knight-heads „ _____ Bulkheads, N^o Four Thickness of 7/16 & 5/16
Hawse Timbers „ _____ are they free from defects? „ how secured to the sides of the ship single frames & bracket braced to engine
„ size of vertical angle iron and their distance apart 2 1/2 to 3 half rounds bent fitted on each

The Frames or Ribs extend in one length from Keel to Gunwale rivetted through plates with (3/4 in.) rivets, about (5 in.) apart.

The reverse angle irons on the floors extend in one length across the middle line from floor head to floor head

„ „ „ on the frames „ „ „ from floor head to Gunwale on alternate frames

Keelson, how are the various lengths of plates or angle irons connected? Short pieces of angle iron to the floor plates & double angle iron at the top of the floors

Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets (7/8 in.) diameter averaging (3 in.) from centre to centre of rivet.

„ Edges from Garboards to upper part of bilge, worked carvel with a lining piece (1/2 in.) thick, or clench, double or single rivetted; rivets (3/4 in.) diameter, averaging (2 in.) from centre to centre of rivets.

„ Butts from Keel to turn of bilge, worked carvel with a lining piece (7/8) thick, double or single rivetted; rivets (3/4 in.) diameter, averaging (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 from bilge to planksheer, worked carvel with a lining piece (1/2) thick, double or single rivetted; rivets (3/4 in.) diameter, averaging (2 in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? No

„ Butts from bilge to planksheers, worked carvel with a lining piece (6/8) thick, or clench, double or single rivetted; rivets (3/4 in.) diameter averaging (2 in.) from centre to centre of rivets. Breadth of laps in double rivetting (—) Breadth of laps in single rivetting (2 1/2)

Planksheer, how secured to the plating of the sides { Explain by sketch, } Screw bolts driven from the topside and
Waterway „ „ planksheer and to the Beams { if necessary. } up with nuts on stringer plate

Side trussing „ „ breadth and thickness of plates „ how secured? „ „ „

Deck trussing „ „ „ „ „ „ „

Deck Beams, how secured to the side? Keel plates rivetted to the frame and beam angle iron

Hold or Lower Deck „ „ „ „ „ „ „

Paddle „ „ „ „ „ „ „

No. of breasthooks „ „ crutches „ „ how are pointers compensated? By ribs and plating

What description of iron is used for the angle iron and plate iron in the vessel? —

Builder's Signature

Lloyd's Register
IRON 434 0012

1922. Iron

Workmanship. Are the lands double rivetted
edges and butts, and at
Do the edges of the carvel work
Do the fillings between the ribs and plates fill in solid with single pieces, or are they in short lengths of various thicknesses? Yes
Do the holes for rivetting plate to frames, lining pieces, or plate to plate, &c., conform well to each other? Yes and are the rivet holes
well and sufficiently countersunk in the outer plate? Yes, as far as can be seen
Are there any rivets which either break into or have been put through the seams or butts of the plating? Yes, several in the Butts

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 .	Weight.
1	Fore Sails,	45	1 7/8	2	8
	Fore Top Sails,	30	5/8		
	Fore Topmast Stay Sails,	00	5 1/2		
1	Main Sails,				
	Main Top Sails,	70	4 1/2	1	
	and others as usual	All of <u>good</u> quality.			

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

She has Two Long Boat and

The present state of the Windlass is Good Capstan Winch and Rudder Good Pumps 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
 - 2nd. On the plating during the progress of rivetting
 - 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

Now done. The ceiling in the hold removed and relaid. The plating out and inside scraped clean and coated over with two coats of paint. The Deck, Bottom, and Stanchions painted. New Engines and Boilers fitted. Engineers Certificate appended

In what manner are the surfaces preserved from oxidation? With two coats of paint

Now of opinion this Vessel should be classed A 1 in accordance with the rules Section 22.

The amount of the Fee£ 2: - is received by me,

Special£ 4: 4: -

Certificate (if required)£ : 2: 6

Committee's Minute 17th June 1899

Character assigned A 1 See 201

I see no objection to the Vessel being classed as above
Lloyd's Register Foundation