

IRON SHIPS. 2109

No. 1999 Survey held at Stockton Date 7th April 1860
on the Screw Steamer Haimis Master Binet

Tonnage Gross 259 Engine Room 35 Register 224 Built at North ton

Launched 24th March
then Built 1860 By whom built Richardson Duck & Co Owners Duck & Oriental Co

Part belonging to LONDON Destined Voyage Galatz

Surveyed Afloat or in Dry Dock Special survey when building

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.
	15	5		22	6		10	—		48-2

	Inches in Ship.		Inches required per Rule.		Inches in Ship.		Inches required per Rule.	
	Inches.	16ths.	Inches.	16ths.	Inches.	16ths.	Inches.	16ths.
istance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	18		18					
Floors, Size of Angle Iron, and No. at bottom of Floor Plate	3	2 1/2	6	3	2 1/2	6		
„ depth and thickness of Floor Plate at mid line	10	7/16	10	x	7/16			
„ depth and thickness of Floor Plate at Bilge Keelson	8	7/16	3	x	7/16			
„ Size of Reversed Angle Iron, and No. at top of Floor Plate	2 1/4	2 1/4	17/16	2 1/4	2 1/4	5/16		
Frames, Size of Angle Iron, single or double	3	2 1/2	6	3	2 1/2	6		
„ „ Reversed Iron, if to every frame or every frame								
Beams, Deck (No. 1) double Angle Iron or Bulb Iron with double Angle Iron on top	2 1/4	2 1/4	7/16	2 1/4	2	4/16		
„ „ depth & thickness of plate amidships	6	5/16	5 1/2	x	5/16			
„ „ double or single Angle Iron, on lower edge								
„ „ average space between	36		36					
„ „ if wood (No.) sided & moulded								
„ Hold, or Lower Deck (No.) 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 (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	3	2 1/2	6	3	2 1/2	6		
„ Side or Bilge	3	2 1/2	6	3	2 1/2	6		
„ Number	Three		Three					

ransoms, material _____ or, if none, in what manner compensated for. *By frames and plating*

Knight-heads „ _____ } Bulkheads, N^o. *Five* Thickness of *4/16*

Hawse Timbers „ _____ } are they free from defects? „ how secured to the sides of the ship *Single frame Broad beams & Brackets*

The Frames or Ribs extend in one length from keel to gunwale rivetted through plates with ($\frac{3}{8}$ in.) rivets, about (5 in.) apart.

The reverse angle irons on the floors extend in one length across the middle line from Top of Bulge to So

" " " on the frames " " " from 11 to 12

Keelson, how are the various lengths of plates or angle irons connected? Nuts Strapped & angle irons shifted

Plates, Garboard, ~~double or single~~ riveted to keel & at upper edge, with rivets (1/4 ins.) diameter averaging (3 in.) from centre to centre of rivet.

Edges from Garboards to upper part of bilge, worked ~~carved~~ with a hanging piece (1 in.) thick, of blencher, ~~made of~~ single rivetted; rivets (1/2 in.) diameter, averaging (2 7/8 ins.) from centre to centre of rivets.

„ Butts from Keel to turn of bilge, worked carvel with a lining piece ($\frac{5}{16}$) thick, ~~double~~ or single rivetted; rivets ($\frac{5}{8}$ 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? Yes

Edges from bilge to planksheet, worked carvel with a lining piece () thick, double or single rivetted; rivets (in.) diameter, averaging () from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the stake below?

Butts from bilge to planksheers, worked carvel with a lining piece ($\frac{5}{16}$) thick, or clench, double or single rivetted; rivets ($\frac{1}{4}$ in.) diameter

averaging $2\frac{1}{2}$ ins.) from centre to centre of rivets. Breadth of laps in double rivetting ($3\frac{1}{4}$) Breadth of laps in single rivetting ($1\frac{3}{4}$)

Planksheer, how secured to the plating of the sides { Explain by sketch, } *Planksheer is secured to the plating of the sides by being bolted to the plating.*

Waterway	„	„	planksheer and to the Beams	{ if necessary.	<i>works done from top of beams down</i>
----------	---	---	-----------------------------	-----------------	--

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

Deck Beams how secured to the side? *Bracket knees riveted to the frame & beams plates*

Hold or Lower Deck „

Paddle " " _____

No. of breasthooks Four crutches _____ how are pointers compensated? By termination of keelsons ✓

What description of iron is used for the angle iron and plate iron in the vessel? Hand's Lanchester Iron Builder's Signature

Richardson Duck

IRON 434 - 0000

2107 Iron.
Workmanship. Are the lands or laps of the clenchwork in all cases in breadth at least five times the diameter of the rivets in double rivetted edges and butts, and at least three 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? Yes

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

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,	Chain	180	1 1/6	Bower,	2	8" 1 1/6
	Fore Top Sails,	Hempen Stream Cable	60	7 1/6			8" -
1	Fore Topmast Stay Sails,	Hawser	75	3	Stream,	1	3" 8" 33
1	Main Sails,	Towlines	75	6 1/2			
	Main Top Sails,	Warp	75	4 1/2	Kedge,	1	2" 1" 4
	and 1 Mizen Inpaid	All of <u>good</u> quality.					

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

She has one Long Boat and Solly Boat

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	} <u>Special Survey No 106</u> <u>First Survey 21st Dec^r 1857</u> <u>Last Survey 7th April 1860</u>
	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	

Is intended for navigation of the Danube. The Butts of keel plates are all triple rivetted

The Register Tonnage has not been received from the London Custom House

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

I am of opinion this Vessel should be classed 6 A 1

The amount of the Fee£ 3 : : is received by me,

Special£ 12 : 19 : :

Certificate (if required)£ : : :

Committee's Minute 10th April 1860

Character assigned A 1 for 6 years

Am Davidson

I concur in the above recommendation

9th April 1860 J.H.



Lloyd's Register Foundation