

# IRON SHIPS.

2107

Reg 9/4/60

No. 1999 Survey held at Stockton Date 7<sup>th</sup> April 1860

on the Screw Steamer Gaimis Master Binet

Tonnage Gross 259 Engine Room 35 Register 224 Built at Stockton

Launched 24<sup>th</sup> March 1860 By whom built Richardson Duck & Co Owners Guth & Oriental Co

Port belonging to London Destined Voyage Galatz

Surveyed Afloat or in Dry Dock Special survey when building

*STenor Per Register*  
22/5/60

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.
	135	-	22	6		10	-		45	2

Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	Inches in Ship		Inches required per Rule			Stem, if bar iron, moulding and thickness	Inches in Ship		Inches required per Rule	
	Inches	Inches	Inches	Inches	16ths		Inches	Inches	16ths	16ths
	18		18			7	1 3/4	6	2	
Floors, Size of Angle Iron, and No. at bottom of Floor Plate	3	2 1/2	7/16	3	2 1/2	7/16				
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	7/16	2 1/4	2 1/4	7/16				
Frames, Size of Angle Iron, single or double	3	2 1/2	7/16	3	2 1/2	7/16				
Reversed Iron, if to every frame or every frame										
Beams, Deck (No. 51) 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	7/16	3	2 1/2	7/16				
Side or Bilge	3	2 1/2	7/16	3	2 1/2	7/16				
Number										

Transoms, material \_\_\_\_\_ or, if none, in what manner compensated for. By frames and plating

Knight-heads \_\_\_\_\_ Bulkheads, No. Five Thickness of 4/16

Hawse Timbers \_\_\_\_\_ are they free from defects? \_\_\_\_\_ how secured to the sides of the ship Single frame Porrad knees & Bracket knees

\_\_\_\_\_ size of vertical angle iron and their distance apart 2 1/4 x 2 1/4 x 7/16 300

The Frames or Ribs extend in one length from Keel to Gunnwale rivetted through plates with ( 7/8 in.) rivets, about ( 5 in.) apart.

The reverse angle irons on the floors extend in one length across the middle line from top of Bilge to Keel

\_\_\_\_\_ on the frames \_\_\_\_\_ from \_\_\_\_\_ to \_\_\_\_\_

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

Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets ( 3/4 ins.) 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 clencher, double or single rivetted; rivets ( 7/8 in.) diameter, averaging ( 2 1/8 ins.) from centre to centre of rivets.

Butts from Keel to turn of bilge, worked carvel with a lining piece ( 5/16 ) thick, double or single rivetted; rivets ( 7/8 in.) diameter, averaging ( 2 1/8 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 planksheer, worked carvel with a lining piece ( 1/2 ) thick, double or single rivetted; rivets ( 7/8 in.) diameter, averaging ( 2 1/8 ins.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? Yes

Butts from bilge to planksheers, worked carvel with a lining piece ( 5/16 ) thick, or clencher, double or single rivetted; rivets ( 7/8 in.) diameter averaging ( 2 1/8 ins.) from centre to centre of rivets. Breadth of laps in double rivetting ( 3 1/4 ) Breadth of laps in single rivetting ( 1 3/4 )

Planksheer, how secured to the plating of the sides \_\_\_\_\_

Waterway \_\_\_\_\_ planksheer and to the Beams \_\_\_\_\_ Explain by sketch, \_\_\_\_\_ if necessary. Bolts driven from top & set up with nuts on stringer plate

Side trussing \_\_\_\_\_ breadth and thickness of plates \_\_\_\_\_ how secured? \_\_\_\_\_

Deck trussing \_\_\_\_\_

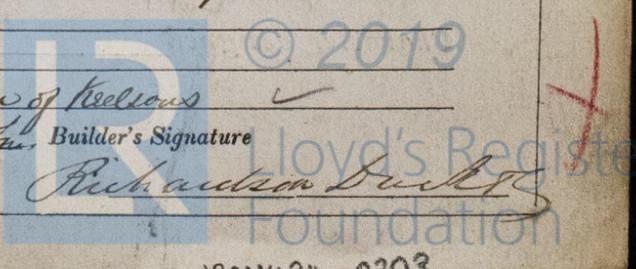
Deck Beams, how secured to the side? Bracket knees rivetted to the frame & beam plate

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? Scott's Crawshaw Iron Builder's Signature Richardson Duck & Co



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 <sup>o</sup> .		Fathoms.	Inches.	N <sup>o</sup> .	Weight.
1	<u>Yes</u> Fore Sails,	Chain .....	180 1 7/16	Bower, .....	2 8" 1 16
	<del>Fore Top Sails,</del>	<del>Hempen</del> Stream Cable .....	60 9/16		8" -
1	Fore <del>Topmast</del> Stay Sails,	Hawser .....	75 3	Stream, .....	1 3" 8" 33
1	<u>Yes</u> Main Sails,	Towlines .....	75 6 1/2		
	Main <del>Top</del> Sails,	Warp .....	75 4 1/2	Kedge, .....	1 3" 1" 24
	and 1 Mizzen <del>Top</del> Sail	All of <u>good</u> quality.	75 2 1/2		

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 Special Survey No 106

2nd. On the plating during the progress of rivetting \_\_\_\_\_

3rd. When the beams were in and fastened, and before the decks were laid First Survey 21<sup>st</sup> Dec<sup>r</sup> 1859

4th. When the ship was complete, and before the plating was finally coated \_\_\_\_\_

5th. After the ship was launched Last Survey 7<sup>th</sup> April 1860

*Is intended for navigation of the Saundra. 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,

M. J. H. Special .....£ 12 : 19 :

Certificate (if required) .....£ : :

Committee's Minute 10<sup>th</sup> April 1860

Character assigned A 1 for 6 Years

*M. Davidson*

*I concur in the above recommendations*

*9<sup>th</sup> April 1860 J. H.*

