

IRON SHIPS.

No. 8149 Survey held at Newcastle Date Dec^r 3rd 1869
on the Screw Steamer "Henry Morton" Master Condon Douglas

Tonnage Gross 985.69 Engine Room 177.99 Register 807.70 Built at Newcastle
When Built 1860 By whom built Palmer Brothers & Co. Owners W. Cory & Son.

Port belonging to London Destined Voyage London

Surveyed Afloat or in Dry Dock On the Slip & Afloat Launched Oct^r 17th 60.

Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth from top of Upper Deck	Feet.	Inches.	Beam to top of Floor	Feet.	Inches.	Power of Engines	Horse No.
	229	3/10		32	2/10		17	05				350	
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	18		Inches in Ship.	18		Inches required per Rule.							
Floors, Size of Angle Iron, and No. / at bottom of Floor Plate	4 3/4	3 1/2	9/16	4 3/4	3	9/16							
„ depth and thickness of Floor Plate at mid line	21	—	9/16	18	—	9/16							
„ depth and thickness of Floor Plate at Bilge Keelson	15	by	9/16	4 3/4	—	9/16							
„ Size of Reversed Angle Iron, and No. / at top of Floor Plate	3 1/2	3 1/2	9/16	3 1/2	3	9/16							
Frames, Size of Angle Iron, single or double	4 3/4	3 1/2	9/16	4 3/4	3	9/16							
„ „ Reversed Iron, if to every frame or every other frame	upto deck	—	—	—	—	—							
Beams, Deck (N ^o . 67) double Angle Iron or Bulb Iron with double Angle Iron on top	8	—	9/16	8	—	9/16							
„ „ depth & thickness of plate amidships	8	—	9/16	8	—	9/16							
„ „ double or single Angle Iron, on lower edge	3 feet	—	—	3 feet	—	—							
„ „ average space between	3 feet	—	—	3 feet	—	—							
„ „ if wood (N ^o .) sided & moulded	Every second and fourth frame as per Plate	—	—	—	—	—							
„ Hold, or Lower Deck (N ^o . 50) double Angle Iron or Bulb Iron with double Angle Iron on top	8	—	9/16	8	—	9/16							
„ „ depth & thickness of plate amidships	8	—	9/16	8	—	9/16							
„ „ double or single Angle Iron, on lower edge	3 feet	—	—	3 feet	—	—							
„ „ average space between	3 feet	—	—	3 feet	—	—							
„ „ if wood (N ^o .) sided & moulded	Every second and fourth frame as per Plate	—	—	—	—	—							
„ Paddle, wood, sided and moulded or if Iron, size of Plate	26 by 9/16	—	26	9/16	—	9/16							
„ „ Engine	26 by 9/16	—	26	9/16	—	9/16							
Keelson, wood, sided & moulded, iron, size of plate, if Box, give sketch & dimensions	12	—	9/16	12	—	9/16							
„ Side or Bilge	12	—	9/16	12	—	9/16							
„ Number	one each side	—	—	—	—	—							

Transoms, material Ribs & Plating, if none, in what manner compensated for.

Knight-heads „ Ribs & Plating

Hawse Timbers „ No - do -

are they free from defects?

Bulkheads, N^o. four

Thickness of 7/16

„ how secured to the sides of the ship Single frame & Iron knees

„ size of vertical angle iron and their distance apart 3 by 3 1/2 & 30" apart

The Frames or Ribs extend in one length from Keel to Milge rivetted through plates with (3/16 in.) rivets, about (1/2 in.) apart.

The reverse angle irons on the floors extend in one length across the middle line from Keel to Lower Deck String & Alter - to Deck

„ „ „ on the frames „ „ from Milge to Gunnel every other & the center to the 101st ribs

Keelson, how are the various lengths of plates or angle irons connected? By double angle iron above and to sides of floor plates

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

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

„ Butts from Keel to turn of bilge, worked carvel with a lining piece (10/16) thick, double or single rivetted; rivets (3/16 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 planksheer, worked carvel with a lining piece (— in.) thick, double or single rivetted; rivets (3/16 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

„ Butts from bilge to planksheers, worked carvel with a lining piece (9/16) thick, or clencher, double or single rivetted; rivets (3/16 in.) diameter averaging (2 1/2 ins.) from centre to centre of rivets. Breadth of laps in double rivetting (4 1/2) Breadth of laps in single rivetting (2 1/2)

Planksheer, how secured to the plating of the sides

Explain by sketch,

Waterway „ „ planksheer and to the Beams

if necessary.

By screw pointed bolts put in from above with the nuts below stringer plates.

Side trussing „ „ „ breadth and thickness of plates

how secured?

Deck trussing „ „ „

Diagonal plating in wake of masts.

Deck Beams, how secured to the side? By Knee Plates

Hold or Lower Deck „ No do do

Paddle „ „

No. of breasthooks three crutches

Compensated by Ribs & Plating

how are pointers compensated? By Ribs & Plating

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

Plates from Conside
Frames from Hawes

Builder's Signature

Wm. Cory & Son

IRON 434-0412

2311 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? well fitted

Do the fillings between the ribs and plates fill in solid with single pieces, or are they in short lengths of various thicknesses? solid pieces.

Do the holes for rivetting plate to frames, lining pieces, or plate to plate, &c., conform well to each other? well and are the rivet holes well and sufficiently countersunk in the outer plate? well counter sunk as per Rule

Are there any rivets which either break into or have been put through the seams or butts of the plating? none seen.

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.
Single	Fore Sails,	Chain	240	1 1/2	Bower,	3	28.2-0
suit	Fore Top Sails,	Hempen Stream Cable	90	1 1/8			28.2-0
of	Fore Topmast Stay Sails,	Hawser	90	9	Stream,	1	16.0-0
sails	Main Sails,	Towlines	90	8			7-0-0
	Main Top Sails,	Warp	90	6	Kedge,	1	7-0-0
and well found		All of <u>good</u> quality.	90-2	4 1/2			

Her Standing and Running Rigging galvanised wire sufficient in size and good in quality.

She has two Long Boat and a gig

The present state of the Windlass is effick Capstan double winch 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.

- 1st. On the several parts of the frame, when in place, and before the plating was wrought in July while
 2nd. On the plating during the progress of rivetting August Under Special
 3rd. When the beams were in and fastened, and before the decks were laid Sept Survey.
 4th. When the ship was complete, and before the plating was finally coated Oct
 5th. After the ship was launched Nov & Dec

This Vessel is fitted with a Water Ballast Tank on false bottom made of 3/8 plates. fitted above the floor plates and lined over with life bit Black. Caulsid and made tight (See enclosed sketch.) and is similar Vessel to the "James Blake"

Report 7/11/34

Has been built under Special Survey
 Per Order "No. 296."

Ship Section

In what manner are the surfaces preserved from oxidation? Three Coats of Red lead outside,
Inside Patent Cement to turn off scale & Red lead above.

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

The amount of the Fee£ 5 : - : is received by me, Samuel Hesling.

Special£ 49 : 5 : :

Certificate (X required)£ - : - :

Committee's Minute 14th December 1865

Character assigned for 6 Years

5 March 1861

To have for

She appears eligible for the Class recommended if the Committee are satisfied with the strength of anchors and dimensions of Chain Cable marked on the plan.

Dec 11/60 Lloyd's Register Foundation