

# IRON SHIPS.

Recd 25/11/61

No. 435 Survey held at Newcastle Date November 23<sup>rd</sup> 1861.  
 on the 3 Mast Screw Steamer John Fenwick. Master Thos. Goddard  
 Tonnage Gross 698, 73 Engine Room 123, 3 Register 575, 70 Built at Newcastle  
 When Built 1861 By whom built Palmer Brothers. Owners John Fenwick  
 belonging to London Destined Voyage London.  
 Surveyed Afloat or in Dry Dock On the Slip & Afloat. Launched 23 Octr. 61.

Length afloat	Feet.		Extreme Breadth	Feet.		Depth from top of Upper Deck		Feet.		Power of Engines	Horse No.
	Inches.			Inches.		Beam to top of Floor		Inches.			
199			28	05	17		4			90	

Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	Inches in Ship		Inches required per Rule		Stem, K bar iron, moulding and thickness	Inches in Ship	16ths in Ship	Inches required per Rule	16ths required per Rule
	Inches.		Inches.						
18			18		7 1/2	2 3/4	7	2 3/4	
Floors, Size of Angle Iron, and No. at bottom of Floor Plate	4 1/8	3 5/8	7/16	4	3	7/16			
depth and thickness of Floor Plate at mid line	18		7/16	18		7/16			
depth and thickness of Floor Plate at Bilge Keelson	5		7/16	5		7/16			
Size of Reversed Angle Iron, and No. at top of Floor Plate	3	3	6/16	3	2 3/4	6/16			
Frames, Size of Angle Iron, single or double	4 1/8	3 5/8	7/16	4	3	7/16			
Reversed Iron, if to every frame or every other frame	3	3	6/16	3	2 3/4	6/16			
Beams, Deck (N <sup>o</sup> . 43) double Angle Iron or Bulb Iron with double Angle Iron on top	3	3	6/16	3	2 3/4	6/16			
depth & thickness of plate amidships	7		7/16	7		7/16			
double or single Angle Iron, on lower edge	Bulb Plate								
average space between	3 feet								
if wood (N <sup>o</sup> . ) sided & moulded									
Hold, or Lower Deck (N <sup>o</sup> . 30) double Angle Iron or Bulb Iron with double Angle Iron on top	3	3	6/16	3	2 3/4	6/16			
depth & thickness of plate amidships	7		7/16	7		7/16			
double or single Angle Iron, on lower edge	Bulb Plate								
average space between	very other every fourth frame one								
if wood (N <sup>o</sup> . ) sided & moulded									
Paddle, wood, sided and moulded or if Iron, size of Plate									
Engine interspace, sided & moulded, iron, size of plate, if Box, give sketch & dimensions	24		7/16	24		7/16			
Side or Bilge	4 1/2	3 1/2	7/16	4 1/2	3 1/2	7/16			
Number	Two								

Transoms, material Iron or, if none, in what manner compensated for.

Knight-heads are they free from defects? Bulkheads, N<sup>o</sup>. four Thickness of 6/16

Hawse Timbers are they free from defects? how secured to the sides of the ship by double ribs

The Frames or Ribs extend in one length from side to side rivetted through plates with ( 3/4 in.) rivets, about ( 6 ins ) apart.

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

Keelson, how are the various lengths of plates or angle irons connected? by double angle irons above the floors and at sides of floor plates

Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets ( 7/16 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 ( 3/16 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 ( 3/16 ) thick, double or single rivetted; rivets ( 3/4 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 ( 3/16 ) thick, double or single rivetted; rivets ( 3/4 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 ( 7/16 ) thick, or clencher, double or single rivetted; rivets ( 3/4 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 bolts put in from above with nuts below stringer.

Side trussing breadth and thickness of plates how secured? by screw bolts put in from above with nuts below stringer.

Deck trussing tie plates " " ? Seven pairs of diagonal tie plates extending from side to side 10 1/2 by 7/16 thick.

Deck Beams, how secured to the side? ends are forged on and rivetted to ribs

Hold or Lower Deck do

Paddle an Iron Platform one from of compensated by ribs & plating

No. of breasthooks two crutches two 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. Builder's Signature W. Leeland

"Consent & Hawk's" Plates & Ribs all marked 10ft 6 long some more.

IRON 435-0225

**Workmanship.** Are the lands or laps of the clenwork in all cases in breadth at least five times the diameter of the rivets in double rivetted yes 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 fay 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  
 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 and 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 - 2606 Iron

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.
Single Sails of and well found	Fore Sails,	Chain	240 ✓ 1 3/8	Bower,	3 ✓ 21.3.4
	Fore Top Sails,	Hawser Chain	90 ✓ 15/16	Stream,	1 ✓ 16.1.12
	Fore Topmast Stay Sails,	Hawser	90 8	Kedge,	1 ✓ 5.1.7
	Main Sails,	Towlines	90 7		
	Main Top Sails,	Warp	90 6		
All of <u>best</u> quality.					

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

She has a safety Long Boat and Skiff

The present state of the Windlass is efficient Capstan efft and Rudder efficient Pumps efficient  
Double Winches

**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 during the time  
 2nd. On the plating during the progress of rivetting while under  
 3rd. When the beams were in and fastened, and before the decks were laid Special Survey  
 4th. When the ship was complete, and before the plating was finally coated  
 5th. After the ship was launched Nov<sup>r</sup> 1861

*This is the sister vessel to the "Sir James Esme" & "Hawthornes".  
 Reports "8420" & "8423".  
 Has been built under Special Survey No 322.*

In what manner are the surfaces preserved from oxidation? By 1/2 lb lead inside and outside  
Clays cement to upper part big inside

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

The amount of the Fee .....£ 5: 0: 0 is received by me, Samuel Presing.

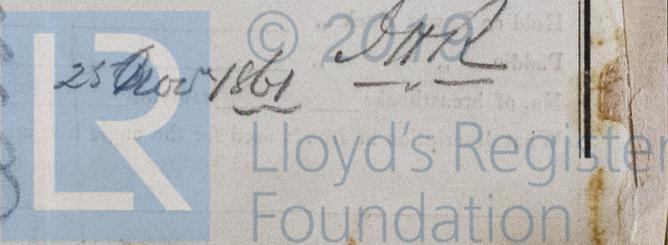
Special .....£ 34: 10: 0

Certificate (if required) .....£ 4: 0: 0

Committee's Minute 26<sup>th</sup> November 1861.

Character assigned Fit for 6 Years

*I concur in the above recommendation*



*Mr John Stanger, Coal Exchange, F.R.C.*