

IRON SHIPS.

No. 8455 Survey held at Newcastle Date November 23rd 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 Oct. 61

Length afloat		Feet.	Inches.	Extreme Breadth		Feet.	Inches.	Depth from top of Upper Deck Beam to top of Floor		Feet.	Inches.	Power of Engines		Horse No.
199				28				17				90		
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft		Inches in Ship	Inches required per Rule	18				Stem, K bar iron, moulding and thickness		Inches in Ship	Inches required per Rule	7 1/2		2 3/4
Floors, Size of Angle Iron, and No. at bottom of Floor Plate		Inches in Ship	Inches required per Rule	4 1/8		3 5/8	7/16	Stern-post, K bar iron, moulding and thickness		Inches in Ship	Inches required per Rule	8 1/2		5 1/4
" depth and thickness of Floor Plate at mid line		Inches in Ship	Inches required per Rule	18				" if plate iron, breadth and thickness		Inches in Ship	Inches required per Rule	8 1/2		5 1/4
" depth and thickness of Floor Plate at Bilge Keelson		Inches in Ship	Inches required per Rule	5				Keel, K bar iron, depth and thickness		Inches in Ship	Inches required per Rule	6 1/2		6 1/2
" Size of Reversed Angle Iron, and No. at top of Floor Plate		Inches in Ship	Inches required per Rule	3		3	6/16	" K plate iron, breadth and thickness		Inches in Ship	Inches required per Rule	38		1/8
Frames, Size of Angle Iron, single or double		Inches in Ship	Inches required per Rule	4 1/8		3 5/8	7/16	Garboard Plates, thickness		Inches in Ship	Inches required per Rule	9/16		
" Reversed Iron, if to every frame or every other frame		Inches in Ship	Inches required per Rule	3		3	6/16	From Garboard to upper part of Bilge		Inches in Ship	Inches required per Rule	8/16		
Beams, Deck (N ^o . 43) double Angle Iron or Bulb Iron with double Angle Iron on top		Inches in Ship	Inches required per Rule	3		3	6/16	From upper part of Bilge to Sheerstrakes		Inches in Ship	Inches required per Rule	7/16		
" depth & thickness of plate amidships		Inches in Ship	Inches required per Rule	7				Sheerstrakes		Inches in Ship	Inches required per Rule	8/16		
" double or single Angle Iron, on lower edge		Inches in Ship	Inches required per Rule	3		3	6/16	Breadth & thickness of Butt Straps to outside plating		Inches in Ship	Inches required per Rule	8 1/2		9 1/8
" average space between		Inches in Ship	Inches required per Rule	3 feet				Planksheers		Inches in Ship	Inches required per Rule	2 1/2		7/16
" if wood (N ^o .) sided & moulded		Inches in Ship	Inches required per Rule	3 feet				Gunwale Plate or Stringer on ends of Up. Dk Beams		Inches in Ship	Inches required per Rule	2 1/2		7/16
Hold, or Lower Deck (N ^o . 30) double Angle Iron or Bulb Iron with double Angle Iron on top		Inches in Ship	Inches required per Rule	3		3	6/16	Angle Iron on ditto		Inches in Ship	Inches required per Rule	4 1/2		3 1/2
" depth & thickness of plate amidships		Inches in Ship	Inches required per Rule	7				Waterway		Inches in Ship	Inches required per Rule	8		10 1/2
" double or single Angle Iron, on lower edge		Inches in Ship	Inches required per Rule	3		3	6/16	Deck		Inches in Ship	Inches required per Rule	3 1/2		
" average space between		Inches in Ship	Inches required per Rule	3 feet				Ceiling in Hold		Inches in Ship	Inches required per Rule	3		2 1/2
" if wood (N ^o .) sided & moulded		Inches in Ship	Inches required per Rule	3 feet				Ceiling between Decks		Inches in Ship	Inches required per Rule	3		
Paddle, wood, sided and moulded or if Iron, size of Plate		Inches in Ship	Inches required per Rule	3		3	6/16	Beam Clamps		Inches in Ship	Inches required per Rule	3		
Engine		Inches in Ship	Inches required per Rule	24				" Shelf		Inches in Ship	Inches required per Rule	3		
Keelson, wood, sided & moulded, iron, size of plate, if Box, give sketch & dimensions		Inches in Ship	Inches required per Rule	4 1/2		3 1/2	7/16	" Stringer Plates on ends of Hold or Lower Dk Beams		Inches in Ship	Inches required per Rule	4 1/2		3 1/2
" Side or Bilge		Inches in Ship	Inches required per Rule	4 1/2		3 1/2	7/16	Ceiling between Decks		Inches in Ship	Inches required per Rule	10 1/2		7/16
" Number		Inches in Ship	Inches required per Rule	4 1/2		3 1/2	7/16	Stringer or Tie Plates outside Hatchways		Inches in Ship	Inches required per Rule	10 1/2		7/16

Transoms, material Libs & Plating or, if none, in what manner compensated for.
 Knight-heads " Libs & Plating Bulkheads, N^o. four Thickness of 6/16
 Hawse Timbers " Libs & Plating are they free from defects? " how secured to the sides of the ship by double ribs
 size of vertical angle iron and their distance apart 3 by 3 1/16 & 2 ft 6 apart

The Frames or Ribs extend in one length from side to side rivetted through plates with (3/4 in.) rivets, about (6 in) apart.
 The reverse angle irons on the floors extend in one length across the middle line from side to side

" " " on the frames " " " from side to side and bilge
 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 (1 1/16 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 (9/16 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 (9/16) 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? yes

Edges from bilge to planksheer, worked carvel with a lining piece (9/16) 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 (9/16) 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?
 Deck trussing tie plates " " ? Seven pairs of diagonal tie plates extending from side to side

Deck Beams, how secured to the side? ends are forged on and rivetted to ribs
 Hold or Lower Deck " do " do

Paddle an iron platform one foot by compensated
 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
"Consett & Hawks" Plates & Ribs all marked
10 ft 6 long some more.

Builder's Signature
For Palmer Bros & Co
N. Leeland

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

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 Ln

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 3/8	Bower,	3	21.3.4
Sub	Fore Top Sails,	Hawser Chain	90	15/16			16.1.12
of	Fore Topmast Stay Sails,	Hawser	90	8	Stream,	1	5.1.7
Sails	Main Sails,	Towlines	90	8			
	Main Top Sails,	Warp	90	6	Kedge,	1	2.0.7
	and well found	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 efficient 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.

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

*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 lead inside and outside
Plays 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 Presious.

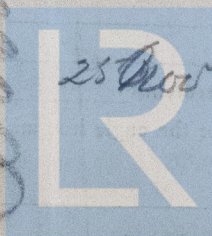
Special£ 34: 10: 0

Certificate (if required)£ 0: 0: 0

Committee's Minute 26th November 1861.

Character assigned A 1 for 6 years

I concur in the above recommendation



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