

IRON SHIPS.

No. 8678 Survey held at Newcastle Date May 5th 1862
 on the 3 Mast' screw Sch' Speedwell Master ✓

Tonnage Gross 97.90 Engine Room 17.24 Register 80.66 Built at Newcastle.

When Built 1862 By whom built J. Wigham Richardson & Co. Owners J. Dudgeon
 Launched 15th April

Port belonging to London Destined Voyage Coasting.

Surveyed Afloat or in Dry Dock Aground and afloat.

| Length aloft | Feet. | Inches. | Extreme Breadth | Feet. | Inches. | Depth from top of Upper Deck | Feet. | Inches. | Power of Engines | Horse No. | | |
|--|--------|---------|-----------------|-------|---------------------------|------------------------------|---------------|---------|---|----------------|----------------------------|---------------------------|
| | 100 | 7/10 | | 16 | 4 | Beam to top of Floor | 8 | 12 | | 180 | | |
| Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft | 97.90 | | Inches in Ship. | 24 | Inches required per Rule. | 18 | 100 Ton Scale | | 180 Ton Scale | | | |
| Floors, Size of Angle Iron, and No. / at bottom of Floor Plate | 2 3/4 | 2 3/4 | 4/16 | 2 1/2 | 2 1/2 | 6/16 | | | Inches. In Ship. | 16ths. In Ship | Inches. required per Rule. | 16ths. required per Rule. |
| „ depth and thickness of Floor Plate at mid line | 9 | — | 3/16 | — | 8 | 5/16 | | | 5 | 1 1/4 | 5 1/2 | 1 1/2 |
| „ depth and thickness of Floor Plate at Bilge Keelson | 6 | — | 3/16 | — | 3 | 5/16 | | | 5 | 2 | — | 3 |
| „ Size of Reversed Angle Iron, and No. / at top of Floor Plate | 2 | 2 | 3/16 | 2 1/4 | 2 1/4 | 5/16 | | | 5 | 1 1/4 | 5 1/2 | 1 1/2 |
| Frames, Size of Angle Iron, single or double | 2 3/4 | 2 3/4 | 4/16 | 2 1/2 | 2 1/2 | 6/16 | | | 4 | 3 | — | 3 |
| „ „ Reversed Iron, if to every frame or every frame | 3 1/2 | 2 1/2 | 5/16 | — | 4 | 5/16 | | | Description of Iron. | | | |
| Beams, Deck (N ^o . 50) double Angle Iron or Bulb Iron with double Angle Iron on top | 2 feet | 3 feet | | | | | | | 6/16 | 5/16 | 4/16 | 5/16 |
| „ „ depth & thickness of plate amidships | | | | | | | | | 5/16 | 4/16 | — | 5/16 |
| „ „ double or single Angle Iron, on lower edge | | | | | | | | | 4/16 | 3/16 | — | 5/16 |
| „ „ average space between | | | | | | | | | 5/16 | 4/16 | — | 5/16 |
| „ „ if wood (N ^o .) sided & moulded | | | | | | | | | Material. | | | |
| „ Hold, or Lower Deck (N ^o .) double Angle Iron or Bulb Iron with double Angle Iron on top | | | | | | | | | 18 | 4/16 | 12 | 5/16 |
| „ „ depth & thickness of plate amidships | | | | | | | | | 3 1/2 | 2 1/2 | 2 1/2 | 2 1/2 |
| „ „ double or single Angle Iron, on lower edge | | | | | | | | | 2 1/2 | — | — | 4 |
| „ „ average space between | | | | | | | | | 2 | — | — | 2 1/2 |
| „ „ if wood (N ^o .) sided & moulded | | | | | | | | | 1 3/4 | — | — | 1 1/2 |
| „ Paddle, wood, sided and moulded or if Iron, size of Plate | | | | | | | | | 1 3/4 | — | — | 1 1/2 |
| „ Engine | | | | | | | | | Red Pine — | | | |
| Keelson, wood, sided & moulded, iron, size of plate, if Box, give sketch & dimensions | | | | | | | | | Yellow Pine | | | |
| „ Side or Bilge | | | | | | | | | Baltic fir | | | |
| „ Number | | | | | | | | | Do | | | |
| | | | | | | | | | Deck Clamps | | | |
| | | | | | | | | | „ Shelf | | | |
| | | | | | | | | | „ Stringer Plates on ends of Hold or Lower Dk Beams | | | |
| | | | | | | | | | Ceiling between Decks | | | |
| | | | | | | | | | Stringer or Tie Plates outside Hatchways | | | |
| | | | | | | | | | Deck Beam Clamps | | | |
| | | | | | | | | | „ „ Shelf | | | |
| | | | | | | | | | Stringers in Hold | | | |
| | | | | | | | | | Deck, Lower | | | |
| | | | | | | | | | Deck, Upper, how fastened to Beams | | | |

| | | | | |
|---|----------------------|-------|-------|------------------|
| Stem, K bar iron, moulding and thickness | 5 | 1 1/4 | 5 1/2 | 1 1/2 |
| „ if plate iron, breadth and thickness | | | | |
| Stern-post, K bar iron, moulding and thickness | 5 | 2 | 5 | 3 |
| „ „ if plate iron, breadth and thickness | 5 | 2 | — | — |
| Keel, K bar iron, depth and thickness..... | 5 | 1 1/4 | 5 1/2 | 1 1/2 |
| „ if plate iron, breadth and thickness | 4 | 3 | — | 2 |
| Garboard Plates, thickness.. | Description of Iron. | | | |
| From Garboard to upper } part of Bilge..... } | 6/16 | ones | ✓ | 6/16 |
| From upper part of Bilge } to Sheerstrakes..... } | 5/16 | 4/16 | ✓ | 5/16 |
| Sheerstrakes | 4/16 | 3/16 | ✓ | 5/16 |
| Breadth & thickness of Butt Straps to outside plating } | 5/16 | 4/16 | ✓ | 5/16 |
| | 6 1/2 | 4 1/4 | 5 1/4 | ✓ 6/16 5/16 3/4 |
| Planksheers | Material. | | | |
| Gunwale Plate or Stringer } on ends of Up. Dk Beams } | 18 | 4/16 | ✓ | 12 5/16 |
| Angle Iron on ditto..... | 3 1/2 | 2 1/2 | 5/16 | 2 1/2 2 1/2 9/16 |
| Waterway | Red Pine — | 2 1/2 | — | ✓ 4 — |
| Deck..... | Yell Pine | 2 | — | — 2 1/2 |
| Ceiling in Hold | Balth fir | 1 3/4 | — | ✓ 1 1/2 |
| Ceiling betwixt Decks | Do — | 1 3/4 | — | — 1 1/2 |
| Beam Clamps | | | | |
| „ Shelf | | | | |
| „ Stringer Plates on ends of Hold or Lower Dk Beams } | | | | |
| Ceiling between Decks | | | | |
| Stringer or Tie Plates out- side Hatchways } | Iron — | 6 | 4/16 | ✓ 6 1/4 |
| Deck Beam Clamps | | | | |
| „ „ Shelf | | | | |
| Stringers in Hold | | | | |
| Deck, Lower | | | | |

Deck, Upper, how fastened to Beams by coach screws, put in from below

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

Knight-heads „ do do Bulkheads, N^o. three Thickness of 3/16 rule 4/16 for 100 tons
 Hawse Timbers „ do do are they free from defects? „ how secured to the sides of the ship by double angle iron
 „ size of vertical angle iron and their distance apart 2 ft 8. — 2 ft 9 aft

The Frames or Ribs extend in one length from Keel to Gunnel rivetted through plates with (5/8 in.) rivets, about (6) apart.

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

„ „ „ on the frames „ „ „ from „ to „

Keelson, how are the various lengths of plates or angle irons connected? by angle irons above and below

Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets (7/8 ins.) diameter averaging (3 1/2 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 (5/8 in.) diameter, averaging (2 1/4 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 (5/8 in.) diameter, averaging (2 1/4 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 (—) thick, double or single rivetted; rivets (5/8 in.) diameter, averaging (2 1/4 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 (5/16) thick, or clencher, double or single rivetted; rivets (5/8 in.) diameter averaging (2 1/4 ins.) from centre to centre of rivets. Breadth of laps in double rivetting (6 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. } Waterway fastened with screw bolts put in from below with nuts below the stringer.

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

Deck trussing „ „ „ „ ? 6 1/2 by 4/16 thick each side the Hatchway.

Deck Beams, how secured to the side? by knee plates.

Hold or Lower Deck „

Paddle „

No. of breasthooks Cross Plates crutches „ how are pointers compensated? by cross plates & ribs

What description of iron is used for the angle iron and plate iron in the vessel? Derwent Plates

Plates none less than 9 lb

Hopkins & Co's Ribs

Builder's Signature

J. Wigham Richardson & Co.
Planksheer P. Palmer

IRON 435-0419

2797 Lm

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

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 countersunk

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

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. |
|-----------------------|--------------------------|-----------------------------|----------|---------|---------------|------------------|---------|
| <i>Single</i> | Fore Sails, | Chain | 60 | 10/16 | Bower, | 2 | 2.3.0 |
| <i>Suit</i> | Fore Top Sails, | Hempen Stream Cable | 45 | 8/6 | | | 2.0.0 |
| | Fore Topmast Stay Sails, | Hawser | 60 | 5 | Stream, | 1 | 0-3 |
| | Main Sails, | Towlines | 50 | 3 1/2 | | | |
| | Main Top Sails, | Warp | 60 | 3 | Kedge, | | |
| and <i>well found</i> | | All of <u>good</u> quality. | 25 | 2 1/2 | | | |

Her Standing and Running Rigging is sufficient in size and good in quality.

She has a 14 ft Long Boat and 8 ft Boat

The present state of the Windlass is efficient Capstan Winch and Rudder efficient Pumps one at each end of Main Hold & Engine Room Sumpt.

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
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

Survey'd this Vessel at the request of the intended Owners (Messrs Rawson & Robinson of Hull) who have also requested she might be reported with a view to her being class'd for a term of years. — By the references on the other side it will be seen how she stands relative to the 100 Ton scale and B.S.1. grade, and that she is more than twelve times her depth.

Samuel Resnais.

In what manner are the surfaces preserved from oxidation? 3 coats of red lead inside and outside

I am of opinion this Vessel should be classed _____

The amount of the Fee£ 1 : 0 : 0 is received by me,

Man W.C. Special£ 2 : 2 : 0

Certificate (if required)£ 4 : 0 : 0

Committee's Minute 9th May 1862.

Character assigned 1 for 6 Years 8 May 1862 J.H.C.

for River purposes only



Lloyd's Register Foundation