

3237 IRON SHIPS.

No. 9097 Survey held at Newcastle Date 20th Mar to 31 July 1863
on the Aurora Master J. A. Partridge

Tonnage Gross 698.07 Engine Room 164.78 Register 533.29 Built at Newcastle

When Built 1863 By whom built Palmer Bros & Co Owners Pickernell Bros
Launched 30 June 1863
Port belonging to London Destined Voyage Newport

If Surveyed Afloat or in Dry Dock Special building

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.
210.8			28.5			17						100	
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	Inches in Ship.	Inches required per Rule.	18	✓	18								
Floors, Size of Angle Iron, and No. 1 at bottom of Floor Plate	Inches in Ship.	Inches required per Rule.	4	3	7/16	4	3	7/16					
depth and thickness of Floor Plate at mid line	24	✓	8/16	17	8/16								
depth and thickness of Floor Plate at Bilge Keelson	4	✓	8/16	4	8/16								
Size of Reversed Angle Iron, and No. 1 at top of Floor Plate	3	3	6/16	3	2 3/4	6/16							
Frames, Size of Angle Iron, single or double	4	3	7/16	4	3	7/16							
Reversed Iron, 1/2 to every frame	3	3	6/16	3	2 3/4	6/16							
Beams, Deck (No. 39) double Angle Iron	2 3/4	2 3/4	5/16	2 1/2	2 1/2	5/16							
Bulb Iron with double Angle Iron on top	7	✓	7/16	7	7/16								
depth & thickness of plate amidships	3 feet	3 feet											
double or single Angle Iron on lower edge													
average space between	3 feet	3 feet											
if wood (No.) sided & moulded													
Hold, or Lower Deck (No. 37) double Angle Iron or Bulb Iron with double Angle Iron on top	2 3/4	2 3/4	6/16	2 1/2	2 1/2	5/16							
depth & thickness of plate amidships	7	✓	7/16	7	7/16								
double or single Angle Iron on lower edge													
average space between	3 feet	3 feet											
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													
Side or Bilge													
Number													

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

Knight-heads — are they free from defects?

Bulkheads, No. 4 Thickness of 6/16 — 6/16

Hawse Timbers — how secured to the sides of the ship by double frames
size of vertical angle iron and their distance apart 3 1/2 x 5/16 30 ins apart

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

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

on the frames — from Tank side to Gunnwale Stringer in Hold alternately

Keelson, how are the various lengths of plates or angle irons connected? See midship section

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

Butts from Keel to turn of bilge, worked carvel with a lining piece (2 1/2) thick, double or single rivetted; rivets (3/4 in.) diameter, averaging (3 ins.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? Yes by secondary

Edges from bilge to planksheer, worked carvel with a lining piece (—) thick, clench single rivetted; rivets (3/4 in.) diameter, averaging (3 in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? Yes by secondary

Butts from bilge to planksheers, worked carvel with a lining piece (2 1/2) thick, clench double or single rivetted; rivets (3/4 in.) diameter averaging (3 ins.) from centre to centre of rivets. Breadth of laps in double rivetting (4) 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 & nuts & stringer plate
bolts this side plating

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

Deck trussing — 2 pairs of diagonal plates 10 ins x 5/16

Deck Beams, how secured to the side? by Bulb knees rivetted to frames

Hold or Lower Deck — dibs

Paddle —

No. of breasthooks 4 ✓ crutches three how are pointers compensated? —

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

Frames marked L.W.B. Walter also Angle Iron of Beams.

Reverse frames. Keelson Angle Iron & Beam plates marked

Outside plates. J.B. Richardson, Shorley, Bridge.

Builder's Signature

Lloyd's Register

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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 earvel 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? *Solid*

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? *very few*

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>Eleven Sails</i>	Fore Sails,	Chain	270 13/8	3	19.0.10
	Fore Top Sails,	Stream	90 13/16		19.0.0
	Fore Topmast Stay Sails,	Hempen Stream Cable	90 8	1	18.2.7
	Main Sails,	Hawser	90 6		7.0.6
	Main Top Sails,	Towlines	90 5	2	3.2.5
and 13 spare ones		Warp	90 4		1.5.14
		All of <i>Good</i> quality.			

Her Standing and Running Rigging is *wire & hemp* sufficient in size and *Good* in quality.

She has *2 life boats* ~~Long Boat and~~ *2 cutters & one gig*

The present state of the Windlass is *Good* Capstan *Good* and Rudder *Good* Pumps *one in each compartment*

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
 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

Special Survey
per order No 390.

*She has a Raised Quarter deck 78 feet long & 3 ft 4 ins high
 and a short forecastle 4 ft 10 ins high*

*Beams of Raised Quarter deck same as upper deck stringers
 27 ins x 5/16. deckties each side of Hatchways 10 1/2 x 5/16*

*Alternate frames of Forecastle extend only to height of Forecastle
 plates 7/16 ins - arrangement allowed per See 40 letter.*

*Certificates of Testing Chains as follows 270 fms 13/8 Proved to 34 Tons
 90 - 7/8 13 3/4 -*

*Two heavy bower Anchors proved to 18 1/2 Tons
 Three bower - - - 17 1/2 -*

*Anchors allowed 2 per cent below weights specifying
 in Table 22 by See 40 letter to builders dated 16 April 1863*

Midship section herewith -

In what manner are the surfaces preserved from oxidation? *Red lead and Perceck's composition outside
 inside in tank, Day's asphalt, other parts red lead -*

I am of opinion this Vessel should be classed *GA 1*

The amount of the Fee £ 5 - - - is received by me,

Amf HMC Special £ 34. 18. -

Certificate (required) £ - - -

Committee's Minute *7th August 1863*

Character assigned *A 1 for 9 Years*

Will M. C. Davey

*I concur in the
 above recommendation
 dated 1863 J.M.C.*

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