

IRON SHIPS.

Re 25/6/63

No. 9046 Survey held at Newcastle Date 13 Oct-1842 17 June 1843
 on the Steamer "James Price" Master Mr. J. Price
 Tonnage Gross 694.53 Engine Room 58.52 Register 531.07 Built at Newcastle
 When Built 1843 By whom Built Wm. & A. Brown Owners Mr. John Fenwick
 Port belonging to Scotland Destined Voyage Scotland
 Surveyed Afloat or in Dry Dock and while building

Length aloft		Extreme Breadth		Depth from top of Upper Deck		Power of Engines		Horse No.
Feet.	Inches.	Feet.	Inches.	Feet.	Inches.	Feet.	Inches.	
200	1/10	28	15/100	15	9/10	90		90
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft				Inches in Ship		Inches required per Rule		
Floors, Size of Angle Iron, and No.				Inches in Ship		Inches required per Rule		
bottom of Floor Plate				3 7/16		3 7/16		
depth and thickness of Floor Plate at mid line				23 7/16		16 3/4		
depth and thickness of Floor Plate at Bilge Keels				10 7/16		5 7/16		
Size of Reversed Angle Iron, and No. at top of Floor Plate				3 3 7/16		3 2 3/4		
Frames, Size of Angle Iron, single or double				4 3 7/16		4 3 7/16		
Reversed Iron, to every frame				3 3 7/16		3 2 3/4		
Beams, Deck (No. 1) double Angle Iron				3 3 7/16		3 2 3/4		
Bulb Iron with double Angle Iron on top				3 3 7/16		3 2 3/4		
depth & thickness of plate amidships				4 7/16		4 7/16		
double or single Angle Iron, on lower edge				4 7/16		4 7/16		
average space between				3 3/4		3 3/4		
if wood (No. 1) sided & moulded				3 3/4		3 3/4		
Hold, or Lower Deck (No. 357) double Angle Iron or Bulb Iron with double Angle Iron on top				2 3/4		2 3/4		
depth & thickness of plate amidships				4 7/16		4 7/16		
double or single Angle Iron, on lower edge				4 7/16		4 7/16		
average space between				3 3/4		3 3/4		
if wood (No. 1) sided & moulded				3 3/4		3 3/4		
Paddle, wood, sided and moulded or if Iron, size of Plate				3 3/4		3 3/4		
Engine				3 3/4		3 3/4		
Keelson, wood sided & moulded, iron, size of plate, if Box, give sketch & dimensions				3 3/4		3 3/4		
Side or Bilge				3 3/4		3 3/4		
Number				3 3/4		3 3/4		
Transoms, material				3 3/4		3 3/4		
Knight-heads				3 3/4		3 3/4		
Hawse Timbers				3 3/4		3 3/4		
Bulkheads, No. 1				3 3/4		3 3/4		
Thickness of				3 3/4		3 3/4		
how secured to the sides of the ship				3 3/4		3 3/4		
size of vertical angle iron and their distance apart				3 3/4		3 3/4		
The Frames or Ribs extend in one length from				3 3/4		3 3/4		
The reverse angle irons on the floors extend in one length across the middle line from				3 3/4		3 3/4		
on the frames				3 3/4		3 3/4		
Keelson, how are the various lengths of plates or angle irons connected?				3 3/4		3 3/4		
Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets				3 3/4		3 3/4		
Edges from Garboards to upper part of bilge, worked carvel with a lining piece				3 3/4		3 3/4		
Butts from Keel to turn of bilge, worked carvel with a lining piece				3 3/4		3 3/4		
Edges from bilge to planksheer, worked carvel with a lining piece				3 3/4		3 3/4		
Butts from bilge to planksheers, worked carvel with a lining piece				3 3/4		3 3/4		
Planksheer, how secured to the plating of the sides				3 3/4		3 3/4		
Waterway				3 3/4		3 3/4		
Side trussing				3 3/4		3 3/4		
Deck trussing				3 3/4		3 3/4		
Deck Beams, how secured to the side?				3 3/4		3 3/4		
Hold or Lower Deck				3 3/4		3 3/4		
Paddle				3 3/4		3 3/4		
No. of breasthooks				3 3/4		3 3/4		
What description of iron is used for the angle iron and plate iron in the vessel?				3 3/4		3 3/4		

Builder's Signature For Palmer Bros & Co
William E. Ireland

3270 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? Yes
Do the fillings between the ribs and plates fill in solid with single pieces, or are they in short lengths of various thicknesses? They pieces
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? Agreed

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.
<u>The</u>	Fore Sails,	Chain	240 1 3/8	Bower,	3 19.1.0
<u>Complete</u>	Fore Top Sails,	Hempen Stream Cable	90 7/8	Stream,	1 18.2.1
<u>Sail</u>	Fore Topmast Stay Sails,	Hawser	90 5	Kedge,	2 3.2.1
	Main Sails,	Towlines	90 8		
	Main Top Sails,	Warp	90 5		
	and other requisite sails	All of <u>new</u> quality.	90 4 1/2		

Her Standing and Running Rigging Complete sufficient in size and new in quality.

She has The Life boat Long Boat and 22 ft. Cutter 20 ft. Sloop 18 ft.

The present state of the Windlass is Complete Capstan and Rudder Complete Pumps 2 Hand and 1 Jack pumps

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>Build - finished</u>
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 371

The vessel is constructed in accordance with the enclosed buildship section, sanctioned by your letter of the 24 Sept. last.

The anchors will be seen to be 20 per cent less than required by Table 22, as per your letter to Builders the 16 April 1863.

Certificate for the anticorrosion plates is enclosed as a position was omitted to be stamped and the remainder very indistinctly marked. Certificate of Proof for Chain cables and anchors are herewith sent.

In what manner are the surfaces preserved from oxidation? Thin coat
Sublime Surface Asphaltum.

I am of opinion this Vessel should be classed A 1

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

John M. G. Special £ 34 15 - -

Certificate (if required) Gratis - - - -

Committee's Minute 30th June 18 63

Character assigned A 1 for 6 Years

This Letter is approved by the Committee as recommended by the Committee and satisfied with the merits of the vessel.



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