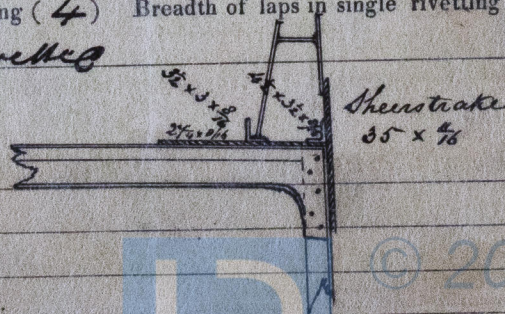


IRON SHIPS.

Rev 7/9/63

Survey held at Newcastle Date 10th April to 9 Sep 1863
 the Scow "Latona" Master J. Mitchell
 Tonnage Gross 699.06 Engine Room 165 Register 534.06 Built at Newcastle
 when Built 1863 Launched 15th Aug 63 By whom built Thos Palmer Bros & Co
 Owners Pickernell & Co Port belonging to London Destined Voyage (Medi)
 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	
212	-		20.25	-		16.95	-			-		100		
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	18		18		18		18		18		18		18	
Floors, Size of Angle Iron, and No. at bottom of Floor Plate	4	3	7/8	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			8/16								
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	4	3	7/16	4	3	7/16								
Reversed Iron, to every frame	3	3	6/16	3	2 3/4	6/16								
Beams, Deck (No. 38) double Angle Iron, Plate or Bulb Iron	7		7/16	7		7/16								
double single Angle Iron on upper edge	2 1/2	2 1/2	7/16	2 1/2	2 1/2	7/16								
average space between	3 feet		3 feet											
Hold, or Lower Deck (No. 36) double Angle Iron, Plate or Bulb Iron	7		7/16	7		7/16								
double single Angle Iron on upper edge	2 1/2	2 1/2	7/16	2 1/2	2 1/2	7/16								
average space between	3 feet		3 feet											
Paddle, wood, sided and moulded or if iron, size of Plate														
Keelson, single plate, box or intercostal	2 1/2	3	8/16	8/16										
Size of Angle Irons between floors	3	3	6/16											
Ditto Bilge (No. one) on each side	4 1/2	3 1/2	7/16	4 1/2	3 1/2	7/16								
Transoms, material Iron or, if none, in what manner compensated for														
Knight-heads, and Hawse Timbers	Iron													
The Frames or Ribs extend in one length from Tank side to Tank side rivetted through plates with (1/4 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 and from thence														
on the frames, in other lengths to Side Beam Stringer & Gunwale alternately														
Keelson, how are the various lengths of plates or angle irons connected?	by butt straps													
Plates, Garboard, double single rivetted to keel & at upper edge, with rivets (1/2 in.) 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 (1/2 in.) thick, or clencher, double single rivetted; rivets (1/2 in.) diameter, averaging (3 in.) from centre to centre of rivets.														
Butts from Keel to turn of bilge, worked carvel with a lining piece (3/8 in.) thick, double or single rivetted; rivets (1/2 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? by secondary thin pieces														
Edges from bilge to sheerstrake, worked carvel with a lining piece (1/2 in.) thick, or clencher, double or single rivetted; rivets (1/4 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? by secondary thin pieces														
Edge of Sheerstrake, double single rivetted?														
Butts from bilge to planksheers, worked carvel with a lining piece (5/8 in.) thick, double or single rivetted; rivets (1/4 in.) diameter averaging (3 in.) from centre to centre of rivets. Breadth of laps in double rivetting (4) Breadth of laps in single rivetting (2 1/2)														
Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted?	double rivetted													
Planksheer, how secured to the plating of the sides	Explain by sketch													
Waterway, planksheer and to the Beams	if necessary.													
Deck Beams, how secured to the side?	by Butt Iron knees													
Hold or Lower Deck	ditto													
Paddle														
No. of breasthooks	4	crutches	3	how are pointers compensated?										
What description of iron is used for the angle iron and plate iron in the vessel?	Frames Brackets													
	A.C.H. Reverse frames L.W.B. washer													



IRON 436-0450

3304 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 rivet 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? Solid with few

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? a 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.		No.	Weight.
<u>One</u> <u>Suit</u> <u>and</u> <u>Extra</u> <u>and</u>	Fore Sails,	Chain	270	1 5/16	Bower,	3	18.0
	Fore Top Sails,	Hempen Stream Cable	90	8	Stream,	1	3.3
	Fore Topmast Stay Sails,	Hawser	90	6	Kedge,	2	3.3.4
	Main Sails,	Towlines	90	5			
	Main Top Sails,	Warp	90	4			
		All of <u>Good</u> quality.					

Her Standing and Running Rigging is done Keck sufficient in size and Good in quality.

She has 2 life boats Long Boat and 2 gigs & a pinnace

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.

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

Special
Survey
per order No 391.

This Vessel is a sister ship to the "Aurora" Report No 9097 with which a midship section was sent. There is in this vessel an alteration in the waterways - the same being a Gutter one as per sketch.

An error was made in the tie plates on beams of upper deck and as compensation for the same an extra one and a half tie plate each side for a length of 62 ft has been introduced $10\frac{1}{2} \times \frac{7}{16}$ also amidships between main and after hatchways.

She has a Raised Quarter deck 3 ft 2 in high. Beams as main deck stronger plates on Beam Ends $27 \times \frac{7}{16}$ Tie plates $10\frac{1}{2} \times \frac{7}{16}$. Waterways Plate piece $12 \times 4\frac{1}{4}$

Certificates of testing Chain Cables as follows

Chain	270 of $1\frac{5}{16}$	Proved to
Stream Chain	90 of $\frac{11}{16}$	34 Lbs
		13 1/2

Certificates of both anchors and chains have been produced & examined

An allowance of 20 per cent below weights specified in Table 22 allowed by Sec⁹ letter to Builders dated 10th April 1863

Blistered plates seen by Mr Martin removed & his other recommendations complied with

In what manner are the surfaces preserved from oxidation? By use of lead and cement inside below keel outside use lead and Redock composition

I am of opinion this Vessel should be classed 9021

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

Special £ 34 : 19

Certificate (if required) £ : : :

Committee's Minute 23 September 1863

Character assigned A 1 for 9 years

Will A. B. Dravey

Sept 24/63

This vessel was seen by me while building and is No 5 in my Report of former ships.

I am of opinion she is eligible for classing as recommended in the Committee are satisfied with the arrangements.

Lloyd's Register Foundation