

3322 IRON SHIPS.

No. 2323 Survey held at Stockton Date 25th September 1863

on the Crew Steamer "Marshland" Master J. Hough

Tonnage Gross 327.01 Engine Room 66.61 Register 260.48 Built at Stockton

When Built 1863 Launched 10th September By whom built Richardson Duck & Co.

Owners Port No Port belonging to London Destined Voyage Antwerp

Surveyed Afloat or in Dry Dock Specially surveyed while building

Length aloft	Feet. <u>166</u> Inches. <u>3/10</u>	Extreme Breadth	Feet. <u>22</u> Inches. <u>5/10</u>	Depth from top of Upper Deck Beam to top of Floor	Feet. <u>11</u> Inches. <u>2/10</u>	Power of Engines	Horse. <u>50</u>
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Description	Inches in Ships.		Inches required per Rule.			Description of Iron.	Inches in Ship.		16ths required per Rule.		
	In Ship.	In Ship.	Inches.	Inches.	16ths.		In Ship.	In Ship.	Inches.	16ths.	per Rule.
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	<u>21</u>	<u>✓</u>	<u>21</u>								
Double across keel <u>4 ft length</u>											
Floors, Size of Angle Iron, and No. <u>one</u> at bottom of Floor Plate	<u>3 1/2</u>	<u>2 1/2</u>	<u>6 1/6</u>	<u>3 1/4</u>	<u>2 3/4</u>	<u>6 1/6</u>					
depth and thickness of Floor Plate at mid line	<u>11</u>	<u>+</u>	<u>7 1/6</u>	<u>11</u>	<u>+</u>	<u>7 1/6</u>					
depth and thickness of Floor Plate at Bilge Keelson	<u>9</u>	<u>+</u>	<u>7 1/6</u>	<u>3 1/4</u>	<u>+</u>	<u>7 1/6</u>					
Size of Reversed Angle Iron, and No. <u>one</u> at top of Floor Plate	<u>2 1/2</u>	<u>2 1/2</u>	<u>6 1/6</u>	<u>2 1/2</u>	<u>5 1/6</u>						
Frames, Size of Angle Iron, single or double	<u>3 1/2</u>	<u>2 1/2</u>	<u>6 1/6</u>	<u>3 1/4</u>	<u>2 3/4</u>	<u>6 1/6</u>					
Reversed Iron, if to every frame or every other frame	<u>2 1/2</u>	<u>2 1/2</u>	<u>6 1/6</u>	<u>2 1/2</u>	<u>2 1/2</u>	<u>5 1/6</u>					
Beams, Deck (No. <u>40</u>) double Angle Iron, Plate, or Bulb Iron	<u>5</u>	<u>+</u>	<u>7 1/6</u>	<u>5 1/2</u>	<u>+</u>	<u>6 1/6</u>					
double or single Angle Iron, on top edge	<u>2 1/2</u>	<u>2 1/2</u>	<u>3 1/6</u>	<u>2 1/8</u>	<u>2</u>	<u>4 1/6</u>					
average space between	<u>42 inches</u>		<u>42 inches</u>								
if wood (No.) sided & moulded											
Hold, or Lower Deck (No.) double Angle Iron, Plate, or Bulb Iron	<u>see stringer on the other side</u>		<u>5 1/2</u>	<u>+</u>	<u>6 1/6</u>						
double or single Angle Iron on edge			<u>2 1/8</u>	<u>2</u>	<u>4 1/6</u>						
average space between	<u>Every eight frames</u>										
if wood (No.) sided & moulded											
Paddle, wood, sided and moulded, or if Iron, size of Plate											
Engine											
Keelson, single plate, box, or intercostal											
Size of Plates	<u>1 1/2</u>	<u>+</u>	<u>7 1/6</u>	<u>1 1/2</u>	<u>+</u>	<u>7 1/6</u>					
Size of Angle Irons	<u>3 1/2</u>	<u>3</u>	<u>6 1/6</u>	<u>3 1/2</u>	<u>2 3/4</u>	<u>4 1/6</u>					
Ditto Bilge (No. <u>two</u>) Double angle irons with a bulb plate between & on top of bilge											
Transoms, material <u>Plate</u> or, if none, in what manner compensated for.											

Stem, if bar iron, moulding and thickness 7 1/2
 if plate iron, breadth and thickness 7 1/2
 Stern-post, if bar iron, moulding and thickness 7 1/2
 if plate iron, breadth and thickness 7 1/2
 Keel, if bar iron, depth and thickness 24
 if plate iron, breadth and thickness 14 1/6
 Garboard Plates, Breadth and thickness 39
 From Garboard to upper part of Bilge 0 1/6
 From upper part of Bilge to Sheerstrakes 7 1/6
 Sheerstrakes, Breadth and thickness 37
 Butt Straps to outside plating, Breadth and thickness 9 1/6
 Planksheers 7 1/6
 Gunwale Plate or Stringer on ends of Up. Dk Beams 21
 Angle Iron on ditto 3 1/2
 Diagonal Tie Plates on Beams 0 1/2
 Waterway 3 1/2
 Deck 3
 Ceiling in Hold 2 1/4
 Ceiling betwixt Decks 2
 Beam Clamps or Spirketting none
 Shelf none
 Stringer Plates on ends of Hold or Lower Dk Beams none
 Ceiling between Decks 0 1/2
 Stringer or Tie Plates outside Hatchways 0 1/2
 Deck Beam Clamps or Spirketting 0 1/2
 Shelf 0 1/2
 Stringers in Hold 0 1/2
 Deck, Lower 0 1/2
 Deck, Upper, how fastened to Beams with 0 1/6 nut bolts from the top
 Bulkheads, No. six Thickness of 5 1/6
 how secured to the sides of the ship to double framed & riveted lines
 size of vertical angle iron and their distance apart 2 1/2 x 2 1/2 x 1/2 spaced 30 in.

The Frames or Ribs extend in one length from Keel to Gunwale 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 top of bilge to top of bilge
 on the frames, from bilge to gunwale or alternate frames
 Keelson, how are the various lengths of plates or angle irons connected? Interconnected with bulb plate between double angle irons on top of floors, plates rivetted to floor plate with double legs
 Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets (3/4 ins.) diameter averaging (3 in.) from centre to centre of rivet.
 Edges from Garboards to upper part of bilge, worked carvel with a lining piece () 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 (3 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 sheerstrake, worked carvel with a lining piece () thick, or clencher, double or single rivetted; rivets (5/8 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
 Edge of Sheerstrake, double or single rivetted? Double
 Butts from bilge to planksheers, worked carvel with a lining piece (1 1/2) thick, double or single rivetted; rivets (5/8 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)
 Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted? Double
 Planksheer, how secured to the plating of the sides { Explain by sketch } Gutter waterways,
 Waterway, planksheer and to the Beams { if necessary. }
 Deck Beams, how secured to the side? Beam ends turned & pieces welded
 Hold or Lower Deck, none
 Paddle, none
 No. of breasthooks three crutches two how are pointers compensated? By plates
 What description of iron is used for the angle iron and plate iron in the vessel? By Leonard Iron Works at Stepney St Middleboro
 Builder's Signature Richardson, Duck & Co
 Lloyd's Register
 IRON 436-0468

3322 Iron

Workmanship. Are the lands or laps of the clenwork 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? They are
 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 in some lengths
 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? all through
 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.

No.	Sails	CABLES, &c.		ANCHORS, and their weights.		
		Fathoms.	Inches.	No.	Weight.	
	Fore Sails,	Chain	100	1 1/6	Bower, <u>Rodgers Patent</u> 3	9.2.0
	Fore Top Sails,	Hempen-Stream Cable	90	4/6	Stream, 1	7.2.0
	Fore Topmast Stay Sails,	Hawser <u>Sarred Manila</u>	90	6 1/2	Kedge, 1	1.3.0
	Main Sails,	Towlines	90	4		
	Main Top Sails,	Warp	18	5 1/2		
		All of <u>Good</u> quality.				

and Her Standing and Running Rigging New Wire & Hemp sufficient in size and Good in quality.
 She has One Jolly Boat Long Boat and 1 Hull
 The present state of the Windlass is Good and Rudder Good Pumps Three of Copper

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 Special Survey No 117
 2nd. On the plating during the progress of rivetting First Survey 2nd June
 3rd. When the beams were in and fastened, and before the decks were laid Leah Do, 25th Sept 1863
 4th. When the ship was complete, and before the plating was finally coated
 5th. After the ship was launched

Shearstrakes doubled with plates 26 1/2 x 7/16 for three fourths of the entire length. In place of hold beams fitted double angle iron 3 1/2 x 2 1/2 x 1/6 with chull plates between 8 x 7/16 all fore & aft 5 ft in down from lower side of gunwale stringers. Richardson, Duck, & Co.

For particulars of extra longitudinal strengthening see Secretary's letters dated 20th & 23rd June 1863, for weights of anchors see paper attached & Secretary's letter dated 7th July 1863.

In what manner are the surfaces preserved from oxidation? Plat of inside cemented with Portland cement, all other parts coated with paint, black varnish, & asphalt in fore & after peaks.

I am of opinion this Vessel should be classed A 1

The amount of the Fee£4 : 0 : 0 is received by me,

Special£16 : 7 : 0

Certificate (if required)£ : :

Committee's Minute 2nd October 1863

Character assigned A 1 for 9 Years

J.P. Glasstone

I concur in the above recommendation

10 Oct 1863 J.P.R.



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