

# 3322 IRON SHIPS.

No. 2323 Survey held at Stockton Date 25th September 1863  
on the Crew Steamer "Marshalland" Master E. 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

Is Surveyed Afloat or in Dry Dock Specially Surveyed while building

| Length aloft   | Feet.              | Inches. | Extreme Breadth | Feet. | Inches. | Depth from top of Upper Deck<br>Beam to top of Floor | Feet. | Inches. | Power of Engines | Horse. |
|--|--------------------|---------|-----------------|-------|---------|--|-------|---------|------------------|--------|
| 166  | 3                  | 10      | 22              | 5     | 10      | 11   | 2     | 10      | 50               |        |
| Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft   | 21                 |         | ✓               |       | 21      |  |       |         |                  |        |
| Double across keel 4 ft length   | 3 1/2              |         | 2 1/2           |       | 6 1/6   |  | 3 1/4 |         | 2 3/4            |        |
| Floors, Size of Angle Iron, and No. one at bottom of Floor Plate   | 11                 |         | +               |       | 7 1/6   |  | 11    |         | +                |        |
| depth and thickness of Floor Plate at mid line   | 9                  |         | +               |       | 7 1/6   |  | 3 1/4 |         | +                |        |
| depth and thickness of Floor Plate at Bilge Keelson  | 2 1/2              |         | 2 1/2           |       | 6 1/6   |  | 2 1/2 |         | 5 1/6            |        |
| Size of Reversed Angle Iron, and No. one at top of Floor Plate   | 3 1/2              |         | 2 1/2           |       | 6 1/6   |  | 3 1/4 |         | 2 3/4            |        |
| Frames, Size of Angle Iron, single or double   | 2 1/2              |         | 2 1/2           |       | 6 1/6   |  | 2 1/2 |         | 5 1/6            |        |
| Reversed Iron, if to every frame or every other frame  | 3 1/2              |         | 2 1/2           |       | 6 1/6   |  | 3 1/4 |         | 2 3/4            |        |
| Beams, Deck (No. 40) double Angle Iron, Plate, or Bulb Iron  | 5                  |         | +               |       | 7 1/6   |  | 5 1/2 |         | +                |        |
| double or single Angle Iron, on top edge   | 2 1/2              |         | 2 1/2           |       | 5 1/6   |  | 2 1/8 |         | 2                |        |
| average space between  | 42 inches          |         | 42 inches       |       |         |  |       |         |                  |        |
| if wood (No. ) sided & moulded   | See stringers      |         |                 |       |         |  |       |         |                  |        |
| Hold, or Lower Deck (No. ) double Angle Iron, Plate, or Bulb Iron  | on the other side  |         | 5 1/2           |       | +       |  | 6 1/6 |         |                  |        |
| double or single Angle Iron on edge  | 2 1/2              |         | 2               |       | 4 1/6   |  |       |         |                  |        |
| average space between  | Every eight frames |         |                 |       |         |  |       |         |                  |        |
| if wood (No. ) sided & moulded   |                    |         |                 |       |         |  |       |         |                  |        |
| Paddle, wood, sided and moulded, or if Iron, size of Plate   |                    |         |                 |       |         |  |       |         |                  |        |
| Engine   |                    |         |                 |       |         |  |       |         |                  |        |
| Keelson, single plate, box, or intercostal   | 1 1/2              |         | +               |       | 7 1/6   |  | 1 1/2 |         | +                |        |
| Size of Plates   | 3 1/2              |         | 3               |       | 6 1/6   |  | 3 1/2 |         | 2 3/4            |        |
| Size of Angle Irons  | 3 1/2              |         | 3               |       | 6 1/6   |  | 3 1/2 |         | 2 3/4            |        |
| Ditto Bilge (No. two) Double angle irons with a bulb plate between 8 x 0 1/6 for half the depth length   |                    |         |                 |       |         |  |       |         |                  |        |
| Transoms, material Plate or, if none, in what manner compensated for.  |                    |         |                 |       |         |  |       |         |                  |        |
| Knight-heads, and Hawse Timbers  |                    |         |                 |       |         |  |       |         |                  |        |
| 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 on alternate frames   |                    |         |                 |       |         |  |       |         |                  |        |
| Keelson, how are the various lengths of plates or angle irons connected? (Interconnect) with bulb plate between double angle irons on top of floors, plates rivetted to floor plate with double rivets   |                    |         |                 |       |         |  |       |         |                  |        |
| Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets (3/4 in.) diameter averaging (3 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 (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 x 1/6) 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 (3/8 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 x 1/6) thick, double or single rivetted; rivets (3/8 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  |                    |         |                 |       |         |  |       |         |                  |        |
| Waterway, planksheer and to the Beams  |                    |         |                 |       |         |  |       |         |                  |        |
| Deck Beams, how secured to the side? Beam ends turned & pieces welded  |                    |         |                 |       |         |  |       |         |                  |        |
| Hold or Lower Deck, none   |                    |         |                 |       |         |  |       |         |                  |        |
| Paddle   |                    |         |                 |       |         |  |       |         |                  |        |
| 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? x  |                    |         |                 |       |         |  |       |         |                  |        |
| By Corbett Iron Works at Stepney Middlesex   |                    |         |                 |       |         |  |       |         |                  |        |
| Builder's Signature  |                    |         |                 |       |         |  |       |         |                  |        |
| Richardson Duck & Co.  |                    |         |                 |       |         |  |       |         |                  |        |
| IRON 436-0468  |                    |         |                 |       |         |  |       |         |                  |        |



3322 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? 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 one length

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.

CABLES, &c.

ANCHORS, and their weights.

| N <sup>o</sup> . |                          | Fathoms.                     | Inches. |       | N <sup>o</sup> .             | Weight. |
|------------------|--------------------------|------------------------------|---------|-------|------------------------------|---------|
|                  | Fore Sails,              | Chain                        | 100     | 1 1/6 | Bower, <u>Rodgers Patent</u> | 3       |
|                  | Fore Top Sails,          | <del>Hemp</del> Stream Cable | 90      | 4 1/6 |                              | 9.2.0   |
|                  | Fore Topmast Stay Sails, | Hawser <u>Sarred Manila</u>  | 90      | 6 1/2 | Stream,                      | 1       |
|                  | Main Sails,              | Towlines                     | 90      | 4     |                              | 7.2.0   |
|                  | Main Top Sails,          | Warp                         | 18      | 5 1/2 | Kedge,                       | 1       |
|                  |                          | All of <u>good</u> quality.  |         |       |                              | 1.3.0   |

Her Standing and Running Rigging new wire & hemp sufficient in size and good in quality.

She has one jolly boat Long Boat and 1 pump

The present state of the Windlass is Grand Capstan Winches 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.**

**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 No 117  
First Survey 2nd June  
Leah Do, 25th Sept 1863

Sharshakes 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 6 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?

Plating 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

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

Special £16 : 7 : 0

Certificate (if required) £ : :

Committee's Minute 2<sup>nd</sup> October 18 63

Character assigned A 1 for 9 Years

I concur in the  
above Recommendation

10th Oct 1863 J.P.R.

Lloyd's Register  
Foundation