

IRON SHIPS.

3040

No. 944 Survey held at Newcastle Date 10th Oct 1883
 on the vessel Royal Standard Master J. C. Joseph Allan
 Tonnage Gross 2032.71 Engine Room 34.82 Register 1594.89 Built at Newcastle
 When Built 1873 Launched 1st August By whom built Messrs Palmer & Co
 Owners Wilson Port belonging to Liverpool Destined Voyage Australia
 Surveyed Afloat or in Dry Dock and while building

Length aloft 115 Feet. Inches. 0 Extreme Breadth 40 Feet. Inches. 0
 Depth from top of Upper Deck } Feet. Inches. 24 } Beam to top of Floor }
 Power of Engines 250 Horse.

Distance of Frames or Ribs from moulding edge to moulding edge all fore and aft	Inches in Ships.			Inches required per Rule.			Stem, if bar iron, moulding and thickness	Inches. 16ths. Inches. 16ths.			
	In Ship.	In Ship.	16ths. per Rule.	Inches. 16ths. per Rule.	Inches. 16ths. per Rule.	Inches. 16ths. In Ship.		16ths. per Rule.	Inches. 16ths. In Ship.	16ths. per Rule.	
Floors, Size of Angle Iron, and No. of bottom of Floor Plate	<u>5 1/2</u>	<u>3 1/2</u>	<u>10 1/2</u>	<u>5 1/2</u>	<u>3 1/2</u>	<u>10 1/2</u>	Stem-post, if bar iron, moulding and thickness	<u>12</u>	<u>3</u>	<u>10</u>	<u>3</u>
depth and thickness of Floor Plate at mid line	<u>24</u>	<u>12 1/2</u>	<u>12 1/2</u>	<u>24</u>	<u>12 1/2</u>	<u>12 1/2</u>	Keel, if bar iron, depth and thickness	<u>12</u>	<u>3</u>	<u>10</u>	<u>3</u>
depth and thickness of Floor Plate at Bilge Keelson	<u>12</u>	<u>12 1/2</u>	<u>6</u>	<u>12</u>	<u>12 1/2</u>	<u>6</u>	Garboard Plates, Description of Iron.				
Size of Reversed Angle Iron, and No. at top of Floor Plate	<u>3 1/2</u>	<u>9 1/4</u>	<u>4</u>	<u>3 1/2</u>	<u>9 1/4</u>	<u>4</u>	From Garboard to upper part of Bilge				
Frames, Size of Angle Iron, single or double	<u>5 1/2</u>	<u>3 1/2</u>	<u>10 1/2</u>	<u>5 1/2</u>	<u>3 1/2</u>	<u>10 1/2</u>	From upper part of Bilge to Sheerstrakes				
Reversed Iron, if to every frame or every frame	<u>3 1/2</u>	<u>9 1/4</u>	<u>4</u>	<u>3 1/2</u>	<u>9 1/4</u>	<u>4</u>	Sheerstrakes, double or single				
Beams, Deck (N ^o)	<u>8</u>	<u>10 1/2</u>	<u>8 1/2</u>	<u>8</u>	<u>10 1/2</u>	<u>8 1/2</u>	Butt Straps to outside plating				
Plating on Bulb Iron	<u>3</u>	<u>3 1/2</u>	<u>3 1/2</u>	<u>3</u>	<u>3 1/2</u>	<u>3 1/2</u>	Planksheers				
Angle Iron	<u>3</u>	<u>3 1/2</u>	<u>3 1/2</u>	<u>3</u>	<u>3 1/2</u>	<u>3 1/2</u>	Gunwale Plate or Stringer on ends of Up. Dk Beams				
average space between	<u>3 feet</u>	<u>3 feet</u>	<u>3 feet</u>	<u>3 feet</u>	<u>3 feet</u>	<u>3 feet</u>	Angle Iron on ditto				
if wood (N ^o) sided & moulded							Diagonal Tie Plates on Beams				
Lower Deck (N ^o)	<u>10</u>	<u>10 1/2</u>	<u>10 1/2</u>	<u>10</u>	<u>10 1/2</u>	<u>10 1/2</u>	Waterway				
double Angle Iron, Plate, or Bulb Iron	<u>3 1/2</u>	<u>7 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>	<u>7 1/2</u>	<u>3 1/2</u>	Deck				
average space between	<u>3 feet</u>	<u>3 feet</u>	<u>3 feet</u>	<u>3 feet</u>	<u>3 feet</u>	<u>3 feet</u>	Ceiling in Hold				
if wood (N ^o) sided & moulded							Ceiling betwixt Decks				
Paddle, wood, sided and moulded, or if Iron, size of Plate							Beam Clamps or Spirketting				
Engine							Stringer Plates on ends of Hold or Lower Dk Beams				
Keelson							Ceiling between Decks				
Size of Plates							Stringer or Tie Plates outside Hatchways				
Size of Angle Irons							Deck Beam Clamps or Spirketting				
Ditto Bilge (No.)							Shelf				
Transoms, material							Stringers in Hold				
Knight-heads, and Hawse Timbers							Deck, Lower				
The Frames or Ribs extend in one length from							Deck, Upper, how fastened to Beams				
The reverse angle irons on the floors extend in one length across the middle line from							Bulkheads, N ^o				
Keelson, how are the various lengths of plates or angle irons connected?							how secured to the sides of the ship				
Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets							size of vertical angle iron and their distance apart				
Edges from Garboards to upper part of bilge, worked carvel with a lining piece							rivetted through plates with (in.) rivets, about (in.) apart.				
Butts from Keel to turn of bilge, worked carvel with a lining piece											
Edges from bilge to sheerstrake, worked carvel with a lining piece											
Edge of Sheerstrake, double or single rivetted?											
Butts from bilge to planksheers, worked carvel with a lining piece											
Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted?											
Planksheer, how secured to the plating of the sides											
Waterway, planksheer and to the Beams											
Deck Beams, how secured to the side?											
Hold or Lower Deck											
Paddle											
No. of breasthooks											
What description of iron is used for the angle iron and plate iron in the vessel?											

PLANKSHEER

Builder's Signature
For Palmer Bros & Co
William C. Celand

IRON 437-0010

3340 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? Long 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? None

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>Two</u>	Fore Sails,	Chain	300 1 1/2	Bower, <u>Palais</u>	3 35.3
<u>Complete</u>	Fore Top Sails,	Hempen Stream <u>Cable Chain</u>	90 1 1/2	Stream,	1 13.3
<u>Scissors</u>	Fore Topmast Stay Sails,	Hawser	90 10	Kedge,.....	2 6.3
	Main Sails,	Towlines	90 9		3.1
	Main Top Sails,	Warp	90 8		
and		All <u>span</u> quality.	90 6		

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

She has Two Life boats, One Long Boat and Two Pinnaces Two and Whaleboat

The present state of the Windlass is Complete Capstan Complete Rudder Complete Pumps Six each pumps and Engine 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
 - 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

This vessel is built in accordance with the approved midship section. A difference however exists in the thickness of plates in middle line. Keelson and that named in your letter of the 31st Oct. 1862, proposing 10 1/2 & 12 1/2 plates for Top. Still I find the sectional area of the Keelson fitted to be about 1/3rd greater than required by the Naval Rule. The bulkheads are attached to Gunje frames and three brackets, and extra plate brackets wrought at the fore & after bulkheads where the lining pieces at outside courses have been omitted.

The barb strike to keel & butts at 3 courses of Bilge plating are Treble rivetted.

The Recurve frames extend on alternate frames to upper or Spar deck. The Stringers Keelsons shown in section are carried all fore & aft. She has a Coop & Top gallies Forecastle and a Saloon deck as shown in midship section. Is a full rigged vessel of 2500 Horse Power. I have been referred by builders to your letter of the 19th June to them, as to this vessel being allowed the reduction for Chain Cables & Anchors, granted to vessels of full powered engines.

In what manner are the surfaces preserved from oxidation? Red Lead & Caustic wash inside inside Caustic to beiges

I am of opinion this Vessel should be classed RA

The amount of the Fee£ 5-0-0 is received by me,
 Special£ 10-13-0
 Certificate (if required)£ 4-0-0

W. Luke

Committee's Minute 10th October 1863

Character assigned 1 for 12 Years

This vessel appears eligible for the RA class
 15 Oct 1863
 Lloyd's Reg Foundation

* Must be shown to be, repaired, must add on...