

# IRON SHIPS.

No. 9447 Survey held at Newcastle Date 10 Oct 1883  
 on the Royal Standard Master Joseph Allan  
 Tonnage Gross 2032.71 Engine Room 34.82 Register 159.59 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 on Drift and while heaving

Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth from top of Upper Deck Beam to top of Floor	Feet.	Inches.	Power of Engines	Horse.			
215			40			24			250				
Distance of Frames or Ribs from moulding edge to moulding edge all fore and aft	18		Inches in Ships.	18		Inches required per Rule.			Stem, if bar iron, moulding and thickness	12	3	10	3
Floors, Size of Angle Iron, and No. at bottom of Floor Plate	5 1/2		Inches in Ship.	5 1/2		Inches required per Rule.			if plate iron, breadth and thickness	12	3	10	3
depth and thickness of Floor Plate at mid line	24		Inches in Ship.	24		Inches required per Rule.			Stern-post, if bar iron, moulding and thickness	12	3	10	3
depth and thickness of Floor Plate at Bilge Keelson	12		Inches in Ship.	12		Inches required per Rule.			if plate iron, breadth and thickness	12	3	10	3
Size of Reversed Angle Iron, and No. at top of Floor Plate	3 1/2		Inches in Ship.	3 1/2		Inches required per Rule.			Keel, if bar iron, depth and thickness	12	3	10	3
Frames, Size of Angle Iron, single or double	5 1/2		Inches in Ship.	5 1/2		Inches required per Rule.			if plate iron, breadth and thickness	12	3	10	3
Reversed Iron, if to every frame	3 1/2		Inches in Ship.	3 1/2		Inches required per Rule.			Garboard Plates, Description of Iron.				
Beams, Deck (No. 1) double Angle Iron	8		Inches in Ship.	8		Inches required per Rule.			Breadth and thickness	12	3	10	3
Plating 8 x 12 on edge	3		Inches in Ship.	3		Inches required per Rule.			From Garboard to upper part of Bilge	12	3	10	3
average space between	3 feet								From upper part of Bilge to Sheerstrakes	12	3	10	3
if wood (No. 1) sided & moulded	3 feet								Sheerstrakes, double or single	12	3	10	3
Lower Deck (No. 2) double Angle Iron	10		Inches in Ship.	10		Inches required per Rule.			Breadth and thickness	12	3	10	3
Plating 10 x 12 on edge	3 1/2		Inches in Ship.	3 1/2		Inches required per Rule.			Butt Straps to outside plating	12	3	10	3
average space between	3 feet								Breadth and thickness	12	3	10	3
if wood (No. 2) sided & moulded	3 feet								Planksheers	12	3	10	3
Paddle, wood, sided and moulded, or if Iron, size of Plate	3 feet								Gunwale Plate or Stringer on ends of Up. Dk Beams	12	3	10	3
Engine	3 feet								Angle Iron on ditto	12	3	10	3
Keelson, double plate, box, or intermediate	3 feet								Diagonal Tie Plates on Beams	12	3	10	3
Size of Plates	3 feet								Waterway	12	3	10	3
Size of Angle Irons	3 feet								Deck	12	3	10	3
Ditto Bilge (No. 1)	3 feet								Ceiling in Hold	12	3	10	3
Transoms, material	3 feet								Ceiling betwixt Decks	12	3	10	3
Knight-heads, and Hawse Timbers	3 feet								Beam Clamps or Spirketting	12	3	10	3
The Frames or Ribs extend in one length from	3 feet								Stringer Plates on ends of Hold or Lower Dk Beams	12	3	10	3
The reverse angle irons on the floors extend in one length across the middle line from	3 feet								Ceiling between Decks	12	3	10	3
Keelson, how are the various lengths of plates or angle irons connected?	3 feet								Stringer or Tie Plates outside Hatchways	12	3	10	3
Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets	3 feet								Deck Beam Clamps or Spirketting	12	3	10	3
Edges from Garboards to upper part of bilge, worked carvel with a lining piece	3 feet								Shelf	12	3	10	3
Butts from Keel to turn of bilge, worked carvel with a lining piece	3 feet								Stringers in Hold	12	3	10	3
Edges from bilge to sheerstrake, worked carvel with a lining piece	3 feet								Deck, Lower	12	3	10	3
Edge of Sheerstrake, double or single rivetted?	3 feet								Deck, Upper, how fastened to Beams	12	3	10	3
Butts from bilge to planksheers, worked carvel with a lining piece	3 feet								Bulkheads, No.	12	3	10	3
Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted?	3 feet								Thickness of	12	3	10	3
Planksheer, how secured to the plating of the sides	3 feet								how secured to the sides of the ship	12	3	10	3
Waterway, planksheer and to the Beams	3 feet								size of vertical angle iron and their distance apart	12	3	10	3
Deck Beams, how secured to the side?	3 feet								rivetted through plates with (in.) rivets, about (in.) apart	12	3	10	3
Hold or Lower Deck	3 feet								to height of main	12	3	10	3
Paddle	3 feet								to height of main	12	3	10	3
No. of breasthooks	3 feet								to height of main	12	3	10	3
What description of iron is used for the angle iron and plate iron in the vessel?	3 feet								to height of main	12	3	10	3

Builder's Signature

For Palmer Bros & Co  
 Wm. C. Leland

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? They piece

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.

SAILS.		CABLES, &c.		ANCHORS, and their weights.	
No.		Fathoms.	Inches.	No.	Weight.
<u>Two</u>	Fore Sails,	Chain .....	300 1 1/2	Bower, <u>Palais</u> .....	3 35.1
<u>Complete</u>	Fore Top Sails,	Hempen Stream <u>Cable</u> Chain	90 1 1/2	Stream, .....	1 13.3
<u>Seils</u>	Fore Topmast Stay Sails,	Hawser .....	90 10	Kedge, .....	2 16.3
	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 2 Life boats Long Boat and Two Launches Big and Whale boat

The present state of the Windlass is Complete Capstan Palais and Rudder Complete Pumps Big and Small 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 British Section. A difference however exists in the thickness of plates in middle line. Keelson and that named in plan better of the 31<sup>st</sup> 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 1/3<sup>rd</sup> greater than required by the rule. The bulkheads are attached to guy 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 bar stake to keel & butts at 3 courses of bilge plating are treble rivetted.

The Rein frames extend on alternate frames to upper or span deck. The stringers Keelsons shown in section are carried all fore & aft.

She has a Coop & Top galley and forecastle and a saloon deck as shown in midship section. Is a full rigged vessel of 250 Horse Power. I have been referred by builders to plan better of the 19<sup>th</sup> June to them, as to this vessel being all the reconstruction for Chain Cables & Anchors, granted to vessels of powered engines.

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

I am of opinion this Vessel should be classed 12A

The amount of the Fee .....£ 5- is received by me, Oct 11/63 Special .....£ 10-13

Certificate (if required) .....£

Committee's Minute 16<sup>th</sup> October 1863

Character assigned 1 for 12 Years

This Vessel appears eligible for the 12A class 15 Oct 1863 12A

This is not Ship Register Foundation

\* must show the, description, must add on the