

IRON SHIPS.

Recd 4/11/63

No. 1449 Survey held at Belfast Date 27th November 1880
 on the New Marine "Palestine" Master Geo Parke
 Tonnage Gross 1107. 81 Engine Room Register 552 ^{main deck} under Built at Belfast Launched 15th Oct
 When Built 1880 By whom built Harland & Wolff Owners W. H. Sindall
 Port belonging to Scarborough Destined Voyage India via London
 Surveyed Afloat or in Dry Dock While Building

| 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 No. |
|--|--------------------|-----------------------|------------------------------|---------------------------------|---------------------------------|--|-------|---------|------------------|-----------|
| 184 | | 3 | 27 | | 6 | 14 | | - | | |
| Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft | Inches in Ship. 21 | | Inches required per Rule. 21 | | | | | | | |
| Floors, Size of Angle Iron, and No. 1 at bottom of Floor Plate | Inches in Ship. 4 | Inches in Ship. 2 1/2 | 16ths in Ship. 7/16 | Inches required per Rule. 5 3/4 | Inches required per Rule. 2 3/4 | 16ths required per Rule. 4/16 | | | | |
| " depth and thickness of Floor Plate at mid line | 14 | | 9/16 | 18 | | 8/16 | | | | |
| " depth and thickness of Floor Plate at Bilge Keelson | 1 1/2 | | 9/16 | | | | | | | |
| " Size of Reversed Angle Iron, and No. 2 at top of Floor Plate | 3 | 2 1/2 | 6/16 | 3 | 2 1/2 | 6/16 | | | | |
| Frames, Size of Angle Iron, single or double | 4 | 2 1/2 | 4/16 | 5 3/4 | 2 3/4 | 4/16 | | | | |
| " Reversed Iron, if to every frame or every frame | 3 | 2 1/2 | 6/16 | 3 | 2 1/2 | 6/16 | | | | |
| Beams, Deck (N ^o .) double Angle Iron or Bulb Iron with double Angle Iron on top | 2 1/2 | 2 1/2 | 5/16 | 2 1/2 | 2 1/2 | 5/16 | | | | |
| " depth & thickness of plate amidships | 4 | | 7/16 | 1 1/8 | | 4/16 | | | | |
| " double or single Angle Iron, Bulb Iron on lower edge | 4 1/2 | | | | | | | | | |
| " average space between | 4 1/2 | | | | | | | | | |
| " if wood (N ^o .) sided & moulded | | | | | | | | | | |
| " Hold, or Lower Deck (N ^o .) double Angle Iron or Bulb Iron with double Angle Iron on top | 2 1/2 | 2 1/2 | 5/16 | 2 1/2 | 2 1/2 | 5/16 | | | | |
| " depth & thickness of plate amidships | 4 | | 7/16 | 1 1/8 | | 4/16 | | | | |
| " double or single Angle Iron, Bulb Iron on lower edge | 6 2 | | | | | | | | | |
| " average space between | 6 2 | | | | | | | | | |
| " if wood (N ^o .) sided & moulded | | | | | | | | | | |
| " Paddle, wood, sided and moulded or if Iron, size of Plate | | | | | | | | | | |
| " Engine | | | | | | | | | | |
| Keelson, wood, sided & moulded, iron, size of plate, if Box, give sketch & dimensions | | | | | | | | | | |
| " Side or Bilge | | | | | | | | | | |
| " Number | | | | | | | | | | |

Transoms, material Iron or, if none, in what manner compensated for.

Knight-heads " " Bulkheads, N^o. 1 Thickness of 1/16

Hawse Timbers " " are they free from defects? " how secured to the sides of the ship rivetted between two frames

The Frames or Ribs extend in one length from Keel to Gunwale rivetted through plates with (3/4 in.) rivets, about (1/2 in.) apart.

The reverse angle irons on the floors extend in one length across the middle line from 2 1/2 feet on each side alternately to lower end of hold

 " " " on the frames " " " from Keel to Gunwale

Keelson, how are the various lengths of plates or angle irons connected? With butt straps and double rivetted

Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets (1/2 in.) diameter averaging (3/2 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 or single rivetted; rivets (3/4 in.) diameter, averaging (2 3/4 ins.) from centre to centre of rivets.

 " Butts from Keel to turn of bilge, worked carvel with a lining piece (1 1/2 in.) thick, double or single rivetted; rivets (3/4 in.) diameter, averaging (2 3/4 ins.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? Alternately

 " Edges from bilge to planksheer, worked carvel with a lining piece () thick, double or single rivetted; rivets (3/4 in.) diameter, averaging (2 3/4 in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? Alternately

 " Butts from bilge to planksheers, worked carvel with a lining piece (1 1/2 in.) thick, or clencher, double or single rivetted; rivets (3/4 in.) diameter averaging (2 3/4 ins.) from centre to centre of rivets. Breadth of laps in double rivetting (4) Breadth of laps in single rivetting (2 1/2)

Planksheer, how secured to the plating of the sides { Explain by sketch, }
 Waterway " " planksheer and to the Beams { if necessary. }

Side trussing breadth and thickness of plates how secured?

Deck trussing " " " " ?

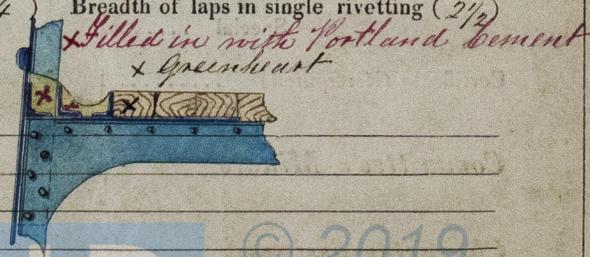
Deck Beams, how secured to the side? Knee plates welded & rivetted to frames

Hold or Lower Deck " The same as above

Paddle " " " " ?

No. of breasthooks 4 crutches 3 how are pointers compensated? By plate iron rivetted to frames

What description of iron is used for the angle iron and plate iron in the vessel? Mersey Forge No. 10 Builder's Signature



Harland & Wolff

IRON 437-0073

3405. 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? Filled in solid
 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 . | | Tested at Birkenhead | Fathoms. | Inches. | Tested at H. P. Parkes Works, Dudley | N ^o . | Weight. |
| 2 | Fore Sails, | Government Test 40 tons | 135 | 1 1/2 | Bootsmans Patent Proved to 29 tons | 1 | 24.1.8 |
| 2 | Fore Top Sails, | Chain 40 " " " " " " " " | 135 | 1 1/2 | Bowers " " " " " " " " | 1 | 24.3.20 |
| 2 | Fore Topmast Stay Sails, | Proved at H. P. Parkes Works | | | Rodgers Patent 20 " | 1 | 26.1.8 |
| 2 | Main Sails, | Chain Stream Cable 9 tons | 90 | 7/8 | Stream, " " " " " " " " | 1 | 9.0.4 |
| 2 | Main Top Sails, | Hawser " " " " " " " " | | | Kedge, " " " " " " " " | 1 | 4.1.22 |
| and well found in other sails | | Towlines " " " " " " " " | 90 | 7/8 | " " " " " " " " | 1 | 2.1.4 |
| | | Warp " " " " " " " " | 90 | 5 | | | |
| | | All of <u>Good</u> quality. | 90 | | | | |

Her Standing and Running Rigging Found to be sufficient in size and Good in quality.
 She has 22 1/2 feet Long Boat and 2 Life Boats each 26 feet Grog 22 feet
 The present state of the Windlass is Good Capstan 2 Good and Rudder Good Pumps 2 Cast Metal

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. | 2nd. | 3rd. | 4th. | 5th. |
|--|--|---|---|---|-----------------------------------|
| | On the several parts of the frame, when in place, and before the plating was wrought | On the plating during the progress of rivetting | When the beams were in and fastened, and before the decks were laid | When the ship was complete, and before the plating was finally coated | After the ship was launched |
| | <u>April 18th 1863</u> | <u>May 12th "</u> | <u>April 18th "</u> | <u>September 2nd "</u> | <u>November 24th "</u> |

This vessel has four pair of Diagonal Tie plates on her main deck 10 1/2 x 9 1/8 In. and in place of a Tie plate on each side of hatches on lower deck. She has two angle Irons 4 1/2 x 3 1/8 In rivetted back to back, all fore and aft. Centre line Keelson 15.11 1/8 In deep amidships, tapering to 7.11 1/8 In at ends of vessel, Upper deck stringer plates 29 x 9 1/8 In amidships, tapering to 21 In at ends, triple rivetted for 100 feet amidships, and shestrakes triple rivetted for the same distance amidships.
 After Launching she was put upon the Patent Slip, and was coated, once with Red Lead Paint to load line, and over this a coat of Maginess preparation, upon which she had two coats of Maginess Patent Green Composition paint.

In what manner are the surfaces preserved from oxidation? Before being launched, her bottom was thrice coated with Metallic oil paint, and the flat of the floor up to top of bilge, is coated with Portland Cement, the same being carried high up the sides of the floor plates all fore and aft.
 I am of opinion this Vessel should be classed A1

The amount of the Fee £ 5 : : is received by me, Mr Linton
 Dec 11/63 Special £ 10 : 10 :
 Certificate (if required) £ 5 : 5 :
£ 15 " 15 " 0

Committee's Minute 4th December 1863
 Character assigned A 1

Dec 4/63
 This sailing paper of an approved
 eligible for Classification as
 recommended above
 Lloyd's Register
 Foundation