

# IRON SHIPS.

Rec 4/11/63

No. 1449 Survey held at Belfast  
on the New Marine "Palestine"

Date 27<sup>th</sup> November

18 1863

Master Tho Parke

Tonnage Gross 1107. 81 Engine Room

Registered 552. <sup>main deck</sup> Built at Belfast Launched 15<sup>th</sup> Oct

When Built 1863

By whom built Harland & Wolff

Owners Wm. 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		24	6		14	-			
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	Inches in Ship.	Inches required per Rule.	Inches in Ship.	Inches required per Rule.	Inches in Ship.	Inches required per Rule.	Inches in Ship.	Inches required per Rule.	Inches in Ship.	Inches required per Rule.
Floors, Size of Angle Iron, and No. 1 at bottom of Floor Plate	4	2 1/2	7/16	5 3/4	2 3/4	7/16				
depth and thickness of Floor Plate at mid line	1 1/2		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	7/16	3	2 1/2	7/16				
Frames, Size of Angle Iron, single or double	4	2 1/2	7/16	5 3/4	2 3/4	7/16				
Reversed Iron, if to every frame or every frame	3	2 1/2	7/16	3	2 1/2	7/16				
Beams, Deck (No. ) 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	1		7/16	1 1/8		7/16				
double or single Angle Iron, on lower edge	4 1/2									
average space between	4 1/2									
if wood (No. ) sided & moulded										
Hold, or Lower Deck (No. ) 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	1		7/16	1 1/8		7/16				
double or single Angle Iron, on lower edge	6 2									
average space between	6 2									
if wood (No. ) 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	3									

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

Knight-heads " " Bulkheads, No. 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 ft. to 3 ft. on each side alternately to lower end of hold

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 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 1/4 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 1/4 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? Keel 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? Messy Forge No. 1 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 <sup>o</sup> .		Tested at Birkenhead	Fathoms.	Tested at H. P. Parkes Works, Dudley	N <sup>o</sup> .
2	Fore Sails,	Government Test 40 tons	135	1 1/2	1
2	Fore Top Sails,	Chain 40 tons	135	1 1/2	1
2	Fore Topmast Stay Sails,	Proved at H. P. Parkes Works		Bower, 40 tons	1
2	Main Sails,	Hempen Stream Cable 9 tons	90	1 1/8	1
2	Main Top Sails,	Hawser		Rodgers Patent 20 "	1
and well found in other sails		Towlines	90	Stream,	1
		Warp	90		
		All of <i>Good</i> quality.	90	Kedge,	1

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

This vessel has four pair of Diagonal Tie plates on her main deck 10 1/2 x 9 1/2 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 1/2 In rivetted back to back, all fore and aft. Centre line Keelson 15.11 In deep amidships, tapering to 4.11 In at ends of vessel, Upper deck stringer plates 29 x 9 1/2 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 *11/11* Special .....£ 10 : 10 :

Certificate (if required) .....£ 5 : 5 :  
*L15 "15 "0*

Committee's Minute *4<sup>th</sup> December 1863*

Character assigned *A 1*

*Dec 4/63*  
*This sailing vessel is approved*  
*eligible for Classification and*  
*recommended above*  
*Lloyd's Register*  
*Foundation*