

IRON SHIPS.

Survey held at London Date December 2nd 1864
 on the Paddle Steam Lug "Palmerston" Master George Mansen
 Tonnage Gross 111 Engine Room 52 Register 59 Built at Isle of Dogs
 When Built 1863 By whom built Simpson & Co Owners Dover Harbour Commissioners
 Launched Nov. 11th Port belonging to Dover Destined Voyage Dover
 If Surveyed Afloat or in Dry Dock While building

| Feet. | | Inches. | | Feet. | | Inches. | | Feet. | | Inches. | | Horse No. | |
|--------------------|--|---------|--|---------------------|--|---------|--|--------------------------------|--|---------|--|-----------|--|
| Length aloft | | 100 | | Extreme Breadth.... | | 18 | | Depth from top of Upper Deck } | | 9 | | 30 | |
| | | | | | | | | Beam to top of Floor..... | | 9 | | | |
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Transoms, material Iron or, if none, in what manner compensated for.

Knight-heads „ } English Oak } are they free from defects?
Hawse Timbers „ } _____ }
Bulkheads, N^o. 4 Thickness of 4/16
„ how secured to the sides of the ship Frames & Bracket plates
„ size of vertical angle iron and their distance apart 2 1/4 x 2 1/4 x 5/16 = 246 in

The Frames or Ribs extend in one length from keel to gunwale rivetted through plates with ($\frac{3}{4}$ " riv.) rivets, about (5 in.) apart.

The reverse angle irons on the floors extend in one length across the middle line from _____ to upper part of bilge

„ „ „ on the frames „ „ „ from _____ to the same height

Keelson, how are the various lengths of plates or angle irons connected? by butt straps double riveted

Plates, Garboard, double ~~or single~~ rivetted to keel & at upper edge, with rivets ($1\frac{3}{4}$ ins.) diameter averaging ($4\frac{1}{2}$ 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 ($\frac{5}{8}$ in.) diameter, averaging ($2\frac{1}{2}$ ins.) from centre to centre of rivets.

„ Butts from Keel to turn of bilge, worked carvel with a lining piece ($\frac{3}{16}$) thick, double ~~or single~~ rivetted; rivets ($\frac{3}{8}$ in.) diameter, averaging ($2\frac{1}{2}$ 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 planksheer, worked ^{clinker} ~~carvel~~ with a lining piece () thick, double or single rivetted; rivets ($\frac{5}{8}$ in.) diameter, averaging ($2\frac{1}{2}$ in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? no

„ Butts from bilge to planksheers, worked carvel with a lining piece ($\frac{3}{16}$) thick, ~~or clencher~~, double ~~or single~~ rivetted; rivets ($\frac{5}{8}$ in.) diameter averaging ($2\frac{1}{2}$ ins.) from centre to centre of rivets. Breadth of laps in double rivetting ($3\frac{1}{2}$) Breadth of laps in single rivetting (2)

Planksheer, how secured to the plating of the sides (Explain by sketch,) Nut + screw bolts

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 rivetted to Frames

~~Hold or Lower Deck~~ „ _____

Paddle " " Knee Plates in solid
No. of breasthooks 2 crutches how are pointers compensated?

What description of iron is used for the angle iron and plate iron in the vessel? Bloomfield best
& Hancock & Company's Best
Crown Plates

has, come Hamletino.

160N437-0134

3466. 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? Solid 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? a few

Her Masts, Yards, &c., are in new condition, and sufficient in size and length.

| She has SAILS. | | CABLES, &c. | | ANCHORS, and their weights. | |
|------------------|-------------------------------------|----------------------------------|------------------|-----------------------------|---------|
| N ^o . | | | Fathoms. Inches. | N ^o . | Weight. |
| <i>one run</i> | Fore Sails, | Chain | 60 1 1/16 | Bower, | 2 7.1.0 |
| | Fore Top Sails, | Hempen Stream Cable | - - | | 7.1.0 |
| | Fore Topmast Stay Sails, | Hawser <i>Manilla</i> | 70 8 in | Stream, | X - |
| | Main Sails, | Towlines | - - | | |
| | Main Top Sails, | Warp | - - | Kedge, | X - |
| | and | All of <u>good</u> quality. | | | |

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

She has one Long Boat and

The present state of the Windlass is patent Capstan and Rudder good Pumps 1 of Iron & 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 } While building

{ 2nd. On the plating during the progress of rivetting } While building

{ 3rd. When the beams were in and fastened, and before the decks were laid } While building

{ 4th. When the ship was complete, and before the plating was finally coated } While building

{ 5th. After the ship was launched } While building

I am of opinion this vessel is eligible to be classed as recommended below provided the Committee are satisfied with her equipment - as a Steam Tug S. W. M.

In what manner are the surfaces preserved from oxidation?

By Red Lead Paint

I am of opinion this Vessel should be classed 12 A 1

The amount of the Fee£ 2 : - : - is received by me,

Special£ 5 : 5 : - } 10

Certificate (if required)£ : 5 : -

Committee's Minute 7th February 1864

Character assigned A - for 12 Years

Thos W. Wain

The Hull of this Iron Tug Vessel appears eligible for Classing as recommended, and the Cable and Anchors subject to the Committee's further consideration.

Feb 29/64 Lloyd's Register Foundation