

IRON SHIPS.

No. 9239 Survey held at Newcastle Date 5 July 1863 to 8 Feb 1864
 on the Steamer 338 "Lybia" Master not appointed at R. Vogwell & Co. per owner
 Tonnage - Gross 237.55 Engine Room 238.46 Register 1030.46 Built at Newcastle
 When Built 1864 Launched 1 January By whom built Messrs. Hutchings & Co.
 Port belonging to London Destined Voyage Liverpool
 Surveyed Afloat or in Dry Dock and while building * Register produced 10/3/64

Length aloft		Extreme Breadth		Depth from top of Upper Deck		Power of Engines		Horse	
Feet.	Inches.	Feet.	Inches.	Feet.	Inches.	Feet.	Inches.	Feet.	Inches.
33	4 3/8	32	9/16	24	4 1/2	23	11/10	140	
<p>Stem, if bar iron, moulding and thickness 1 1/2 3 1/2 3</p> <p>Stern-post, if bar iron, moulding and thickness 9 5 1/2 6</p> <p>Keel, if bar iron, depth and thickness 1 1/2 3 1/2 3</p> <p>Garboard Plates, Breadth and thickness 3 1 1/2 1 1/2</p> <p>From Garboard to upper part of Bilge 10 1/2 10 1/2</p> <p>From upper part of Bilge to Sheerstrakes 9 1/2 9 1/2</p> <p>Sheerstrakes, Breadth and thickness 3 1 1/2 1 1/2</p> <p>Butt Straps to outside plating, Breadth and thickness 10 1/2 10 1/2</p> <p>Planksheers 10 1/2 10 1/2</p> <p>Gunwale Plate or Stringer on ends of Up. Dk Beams 2 1/2 2 1/2</p> <p>Angle Iron on ditto 2 1/2 2 1/2</p> <p>Diagonal Tie Plates on Beams 1 1/2 1 1/2</p> <p>Waterway 1 1/2 1 1/2</p> <p>Deck 1 1/2 1 1/2</p> <p>Ceiling in Hold 1 1/2 1 1/2</p> <p>Ceiling betwixt Decks 1 1/2 1 1/2</p> <p>Beam Clamps or Spirketting 1 1/2 1 1/2</p> <p>Shelf 1 1/2 1 1/2</p> <p>Stringer Plates on ends of Hold or Lower Dk Beams 1 1/2 1 1/2</p> <p>Ceiling between Decks 1 1/2 1 1/2</p> <p>Stringer or Tie Plates outside Hatchways 1 1/2 1 1/2</p> <p>Deck Beam Clamps or Spirketting 1 1/2 1 1/2</p> <p>Shelf 1 1/2 1 1/2</p> <p>Stringers in Hold 1 1/2 1 1/2</p> <p>Deck, Lower 1 1/2 1 1/2</p> <p>Deck, Upper, how fastened to Beams 1 1/2 1 1/2</p> <p>Bulkheads, N° 5 Thickness of 1/2 1/2</p> <p>Transoms, material <u>Plate</u> or, if none, in what manner compensated for.</p> <p>Knight-heads, and Hawse Timbers <u>Plate</u></p> <p>The Frames or Ribs extend in one length from <u>keel</u> to <u>gunwale</u></p> <p>The reverse angle irons on the floors extend in one length across the middle line from <u>keel</u> to <u>gunwale</u></p> <p>Keelson, how are the various lengths of plates or angle irons connected? <u>by Butt Straps</u></p> <p>Plates, Garboard, double <u>single</u> rivetted to keel & at upper edge, with rivets (1/2 in.) diameter averaging (20 in.) from centre to centre of rivet.</p> <p>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 (3 ins.) from centre to centre of rivets.</p> <p>Butts from Keel to turn of bilge, worked carvel with a lining piece (1/2 in.) thick, double or single rivetted; rivets (3/4 in.) diameter, averaging (3 ins.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? <u>yes</u></p> <p>Edges from bilge to sheerstrake, worked carvel with a lining piece (1/2 in.) thick, or clencher, double or single rivetted; rivets (3/4 in.) diameter, averaging (3 ins.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? <u>yes</u></p> <p>Edge of Sheerstrake, double or single rivetted? <u>double</u></p> <p>Butts from bilge to planksheers, worked carvel with a lining piece (1/2 in.) thick, double or single rivetted; rivets (3/4 in.) diameter averaging (3 ins.) from centre to centre of rivets. Breadth of laps in double rivetting (4) Breadth of laps in single rivetting (2 1/2)</p> <p>Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted? <u>double</u></p> <p>Planksheer, how secured to the plating of the sides { Explain by sketch } <u>Bolts to stringer plates</u></p> <p>Waterway " " planksheer and to the Beams { if necessary. } <u>as above</u></p> <p>Deck Beams, how secured to the side? <u>as above</u></p> <p>Hold or Lower Deck " <u>as above</u></p> <p>Paddle " <u>as above</u></p> <p>No. of breasthooks <u>4</u> crutches <u>5</u> how are pointers compensated? <u>as above</u></p> <p>What description of iron is used for the angle iron and plate iron in the vessel? <u>Angle iron H. C. & Co. & Bolckow & Langben</u></p> <p>Plating <u>Black Iron</u></p>									

IRON 437-0166

3497 *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? *Yes*

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.
She has **SAILS.**

N^o.
One Fore Sails,
Complete Fore Top Sails,
Suit Fore Topmast Stay Sails,
Main Sails,
Main Top Sails,
and

CABLES, &c.
Test-as per Certificate
Chain *300 1 1/2*
Hempen Stream Cable *90 10*
Hawser *90 2*
Towlines *90 1*
Warp *90 5*
All of *best* quality.

ANCHORS, and their weights.

Test-as per Certificate
Bower, *1 1/2 2 1/2 Tons*
Stream, *10 10 22*
Kedge, *20 5 22*

Her Standing and Running Rigging *Complete* sufficient in size and *best* in quality.

She has *2 Life boats* Long Boat and *25 ft* each Pinnace *22 ft* and Gig *22 ft*

The present state of the Windlass is *good* Capstan *good* and Rudder *Complete* *4 deck pumps* *and 10 in. pumps*

General Remarks, Statement and Date of Repairs, extent of corrosion (if any) both internally and externally, and condition of rivets.

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

Built under
Special Licence
per order No 411.

This is the third vessel built to the Rule for "Spar deck" ships, and is similar in arrangement to the "Sahara" No 9184 recently classed G.A.I.

*The reverse angle iron on floors and frames are clamped as before and are secured by bolts to compensate for want in depth of floors, and in addition to which a "foundation plate" is wrought under middle line keelson.
Chain cables secured on deck.*

In what manner are the surfaces preserved from oxidation? *Red lead & Cement to be kept - inside*

I am of opinion this Vessel should be classed *G.A.I.*

The amount of the Fee £ 5 : : is received by me,

Special £ 13 : 9 :
Certificate (if required) *As before*

Committee's Minute *12th February 1864*

Character assigned *A 1 for 9 Years*
"Spar decked"

The compensations for the loss of depth of floors & plates have been decided on this ship I am of opinion she is eligible for the G.A.I. Lloyd's Register "Spar decked" in her class.
12th Feb 1864