

# IRON SHIPS.

No. 9273 Survey held at North Shields Date 8<sup>th</sup> Jan<sup>y</sup> 63 to 22<sup>nd</sup> Mar 1864

on the "Lancashire" Master

Tonnage Gross 1177.36 Engine Room - Register - Built at N Shields

When Built 1864 Launched Nov 1863 By whom built Thos W Smith

Owners M. J. Wilson Port belonging to Liverpool Destined Voyage

If Surveyed Afloat or in Dry Dock Special while building

Length aloft		Extreme Breadth		Depth from top of Upper Deck		Power of Engines	
Feet.	Inches.	Feet.	Inches.	Feet.	Inches.	Horse.	
205	-	32	7 1/2	22	4	-	-
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft				Inches in Ships.		Inches required per Rule.	
				18	18		
Floors, Size of Angle Iron, and No. at bottom of Floor Plate				Inches. In Ship.	Inches. In Ship.	16ths required per Rule.	16ths required per Rule.
				5	3	9/16	5
" depth and thickness of Floor Plate at mid line				23	1/16	22	1/16
" depth and thickness of Floor Plate at Bilge Keelson				6	1/16		1/16
" Size of Reversed Angle Iron, and No. at top of Floor Plate				3 1/2	3	9/16	3 1/2
Frames, Size of Angle Iron, single or double				5	3	9/16	5
" " Reversed Iron, to every frame or every frame				3 1/2	3	9/16	3 1/2
Beams, Deck (No. 60) double Angle Iron, Plate, or Bulb Iron				8 1/2		9/16	8
" " double or single Angle Iron, on upper edge				3 1/2	3	9/16	3
" " average space between				3 feet		3 feet	
" " if wood (No. ) sided & moulded							
" Hold, or Lower Deck (No. 59) double Angle Iron, Plate, or Bulb Iron				8 1/2		9/16	8
" " double or single Angle Iron on upper edge				3 1/2	3	9/16	3
" " average space between				3 feet		3 feet	
" " if wood (No. ) sided & moulded							
" Paddle, wood, sided and moulded, or if Iron, size of Plate							
" Engine " " " "							
Keelson, single plate, beam or intercostal				18		1/2	14
" Size of Plates				2 ft.			
" Size of Angle Irons				5	4 1/2	1/2	5
Ditto Bilge (No. 1 & 2) Bulb Iron 8 x 1/2 x 9/16				5	4 1/2	9/16	5
Transoms, material Iron or, if none, in what manner compensated for.							
Knight-heads, and Hawse Timbers				Iron		Green	
The Frames or Ribs extend in one length from				Keel		Gunwale	
The reverse angle irons on the floors extend in one length across the middle line from				Shipings		across the middle line to the	
" " " on the frames " " " from				Keel		Gunwale	
Keelson, how are the various lengths of plates or angle irons connected?				by butt straps			
Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets				1/2 in.		averaging	4 1/2 in.
" Edges from Garboards to upper part of bilge, worked carvel with a lining piece (in) thick, or clencher, double or single rivetted; rivets				7/8 in.		diameter, averaging	3 1/2 in.
" Butts from Keel to turn of bilge, worked carvel with a lining piece (in) thick, double or single rivetted; rivets				7/8 in.		diameter, averaging	3 1/2 in.
" Edges from bilge to sheerstrake, worked carvel with a lining piece (in) thick, or clencher, double or single rivetted; rivets				7/8 in.		diameter, averaging	3 1/2 in.
" Edge of Sheerstrake, double or single rivetted?				double rivetted			
" Butts from bilge to planksheers, worked carvel with a lining piece (in) thick, double or single rivetted; rivets				7/8 in.		diameter averaging	3 1/2 in.
Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted?				double rivetted			
Planksheer, how secured to the plating of the sides				Explain by sketch			
Waterway " " planksheer and to the Beams				if necessary.			
Deck Beams, how secured to the side?				by Bulb Iron knees			
Hold or Lower Deck "				ditto			
Paddle " "							
No. of breasthooks				6		crutches	6
What description of iron is used for the angle iron and plate iron in the vessel?				Angle and Beam Iron marked Consett			
Plate outside				Boeckow Vaughan			



3511 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

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

Plating on Iron & Steel Vessels  
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> .			Fathoms.	Inches.	N <sup>o</sup> .	Weight.	
2	Fore Sails,	Chain <i>(see notes below)</i>	300	1 3/4	Bower, .....	3	41.1.0
2	Fore Top Sails,	Hempen Stream Cable	75	1 1/8			40.1.25
2	Fore Topmast Stay Sails,	Hawser	90	6	Stream, .....	1	29.2.0
2	Main Sails,	Towlines	90	5			12.1.24
2	Main Top Sails,	Warp	90	10	Kedge, .....	2	5.1.11
and <i>nearly 2 suits of other sails</i>		All of <i>Good</i> quality.	90	4			3.0.18
Her Standing and Running Rigging <i>is lower &amp; lighter</i> sufficient in size and <i>Good</i> in quality.							
She has <i>2 life</i> Long Boat and <i>on top and a Cutter</i>							
The present state of the Windlass is <i>Good</i> Capstan <i>3 1/2</i> and Rudder <i>Good</i> Pumps <i>4 1/2</i>							

**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	} <u>Special</u> <u>Survey</u> <u>per order No. 389.</u>
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 has an intercostal keelson as prescribed by Rule, plate 1 1/6 in. Angle Iron 5 x 4 1/2 x 7/16. She has an extra stringer in Aree as shown in sketch accompanying this Report. The objectionable plates noted by Mr Martin (badly punched) have been removed.

The Chain Cables appear roughly made & the struts thereof not well fitted. Certificates of testing Chain Cables & anchors herewith.

She has a Poop 48 ft long. Beams of Bulw Iron 7 x 7 1/6 Angle Irons 2 1/2 x 2 1/2 x 5/16 Plating all 5/16. Top of Poop round.

In what manner are the surfaces preserved from oxidation? Re-lace the surfaces with 'Patent' paint outside inside use red Portland cement from bulge to bulge

I am of opinion this Vessel should be classed 12 A 1 if the Committee are satisfied with the proof of Chain Cables

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

Special £ 58 : 17 : -

Certificate (if required) £ : : -

Committee's Minute 24<sup>th</sup> March 1894

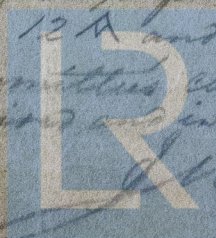
Character assigned A - for 12 A 1

To have fig 1

22/4/94

March 23/94

This sailing ship of Iron appears eligible for 12 A and the Registrar has referred the matter to the Committee for consideration and advice in letters attached.



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