

# IRON SHIPS.

Run 23/9/64

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

in the "Lancashire" Master

Tonnage Gross 1177.36 Engine Room - Register - Built at R. Shields  
 Prop 176.69

When Built 1864 Launched Nov-1863 By whom built Wm Smith

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

If Surveyed Afloat or in Dry Dock Special 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.
Length aloft	205 -	Extreme Breadth	32.75	Depth from top of Upper Deck Beam to top of Floor	22.4	Power of Engines	-
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	Inches in Ships. 18	Inches required per Rule. 18		Stem, if bar iron, moulding and thickness	8 1/2	Inches in Ship. 3	16ths required per Rule. 8 1/2
Floors, Size of Angle Iron, and No. 1 at bottom of Floor Plate	Inches in Ship. 5 3	Inches in Ship. 9 1/6	Inches required per Rule. 5 3	if plate iron, breadth and thickness	8 1/2	Inches in Ship. 3	16ths required per Rule. 8 1/2
depth and thickness of Floor Plate at mid line	23	1 1/6	22	Keel, if bar iron, depth and thickness	8 1/2	Inches in Ship. 3	16ths required per Rule. 8 1/2
depth and thickness of Floor Plate at Bilge Keelson	6	1 1/6	1 1/6	Garboard Plates, Breadth and thickness	36	1 1/6	36 x 1 1/6
Size of Reversed Angle Iron, and No. 1 at top of Floor Plate	3 1/2	3	9 1/6	From Garboard to upper part of Bilge	12 x 1/6	1 1/6	12 x 1 1/6
Frames, Size of Angle Iron, single or double	5	3	9 1/6	From upper part of Bilge to Sheerstrakes	4 1/6	full	4 1/6
Reversed Iron, 1 to every frame	3 1/2	3	9 1/6	Sheerstrakes, Breadth and thickness	36	1 1/6	36 x 1 1/6
Beams, Deck (No. 60) double Angle Iron, Plate or Bulb Iron	8 1/2	9 1/6	8	Butt Straps to outside plating, Breadth and thickness	10 x 1/6	1 1/6	10 x 1 1/6
double or single Angle Iron, on upper edge	3 1/2	3	9 1/6	Planksheers	none		
average space between	3 feet	3 feet		Gunwale Plate or Stringer on ends of Up. Dk Beams	36	1 1/6	24 x 1 1/6
if wood (No. ) sided & moulded				Angle Iron on ditto	50	1 1/6	50 x 1 1/6
Hold, or Lower Deck (No. 59) double Angle Iron, Plate or Bulb Iron	8 1/2	9 1/6	8	Diagonal Tie Plates on Beams	5 x 1/2	9 1/6	5 x 1/2 x 9 1/6
double or single Angle Iron on upper edge	3 1/2	3	9 1/6	Waterway	12 1/2	1 1/6	12 x 1 1/6
average space between	3 feet	3 feet		Deck	4	4	
if wood (No. ) sided & moulded				Ceiling in Hold	3		
Paddle, wood, sided and moulded, or if Iron, size of Plate				Ceiling betwixt Decks	6 x 2		
Engine				Beam Clamps or Spirketting Shelf			
Keelson, single plate, beam or intercostal	18 x 1 1/2		14 1/6	Stringer Plates on ends of Hold or Lower Dk Beams	25	1 1/6	24 x 1 1/6
Size of Plates	2 1/2		5 4 1/2	Ceiling between Decks	5	4 1/2	5 x 4 1/2 x 9 1/6
Size of Angle Irons	5 4 1/2	1 1/6	5 4 1/2	Stringer or Tie Plates outside Hatchways	13	1 1/6	12 x 1 1/6
Ditto Bilge (No. 1) Bulb Iron 8 x 1 1/6	5 4 1/2	9 1/6	5 4 1/2	Deck Beam Clamps or Spirketting Shelf			
In Intercostal Keelson see notes on the other side				Stringers in Hold	Plate ditto	9 1/6	8 1/6
Transoms, material Iron or, if none, in what manner compensated for				Deck, Lower	4 1/2	1 1/6	5 4 1/2 x 9 1/6
Knight-heads, and Hawse Timbers	Iron & Green			Deck, Upper, how fastened to Beams	by nut & screw bolts		
The Frames or Ribs extend in one length from	Keel			Bulkheads, No. 2	Thickness of 8 1/6	7 1/6	
The reverse angle irons on the floors extend in one length across the middle line from	Keel						
on the frames	Keel						
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	1/8 in. diameter						
Edges from Garboards to upper part of bilge, worked carvel with a lining piece	1/8 in. thick, or clencher, double or single rivetted						
Butts from Keel to turn of bilge, worked carvel with a lining piece	1/8 in. thick, double or single rivetted						
Edges from bilge to sheerstrake, worked carvel with a lining piece	1/8 in. thick, or clencher, double or single rivetted						
Edge of Sheerstrake, double or single rivetted?	double rivetted						
Butts from bilge to planksheers, worked carvel with a lining piece	1/8 in. thick, double or single rivetted						
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	how are pointers compensated?			
What description of iron is used for the angle iron and plate iron in the vessel?	Angle iron Beam Iron marked Consett Plate outside - Bolckow Vaughan						

Builder's Signature Wm Smith  
 Lloyd's Register  
 IRON 437-0181

3511 Iron

Workmanship. Are the lands or laps of the clenwork 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

Her Masts, Yards, &c., are in Good condition, and sufficient in size and length.  
She has SAILS.

No.	SAILS	CABLES, &c.		ANCHORS, and their weights.			
		Fathoms.	Inches.	No.	Weight.		
2	Fore Sails,	Chain <u>(see notes below)</u>	300	1 3/4	Bower, <u>Iron stocks small palm</u>	3	41.1.0 60.1.20 29.2.0
2	Fore Top Sails,	Hempen Stream Cable	75	1 1/2			
2	Fore Topmast Stay Sails,	Hawser	90	6	Stream,	1	12.1.24
2	Main Sails,	Towlines	90	5			
2	Main Top Sails,	Warp	90	10	Kedge,	2	6.1.11 3.0.18
and nearly 2 suits of other sails		All of <u>Good</u> quality.	90	4			

Her Standing and Running Rigging is lower & empty sufficient in size and Good in quality.

She has 2 life long Boat and on top and a cutter  
The present state of the Windlass is Good Capstan 3 1/2 and Rudder Good Pumps 4 ho

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
  - 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
- } Special  
} Survey  
} per order No 389.

This vessel has an intercostal keelson as prescribed by Rule, plate 1/16 in. Angle Iron 5 x 4 1/2 x 9/16. She has an extra stringer in A-Deck 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 7/16 Angle Irons 2 1/2 x 2 1/2 x 5/16 Plating all 5/16. Top of Poop curved

In what manner are the surfaces preserved from oxidation? Re-lace the surface Patent paint outside under red lead & Portland cement from bulge to bulge

I am of opinion this Vessel should be classed 2A1 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) ..... £ : : :

Will: B. Davy

Committee's Minute 24 March 1894

Character assigned A - for 2 years

To have fig 1  
22/4/94 W.H.

March 23/94  
This sailing ship of iron appears eligible for 2A and the Committee's consideration is above advised and in letters attached.

