

See annexed Report

3512

IRON SHIPS.

2605

No. 1932 Survey held at London Date Feb 7th 18 64
 on the S.S. "Newton Colville" Master Thomas Lee
 Tonnage Gross 706 Engine Room 55 Register 555 Built at London
 When Built 1864 Launched Jan 6th By whom built Millwall Iron Works
 Owners R. Young Port belonging to Wisbech Destined Voyage Coasting
 Surveyed Afloat or in Dry Dock While building and afloat

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.
.....	198	0	29	1/10	16	9/10
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	20		Inches in Ship.	20		Inches required per Rule.				
Floors, Size of Angle Iron, and No. / at bottom of Floor Plate	4	3	7/16	4 1/4	3	8/16				
„ depth and thickness of Floor Plate at mid line	16	7/16	✓	16	8/16					
„ depth and thickness of Floor Plate at Bilge Keelson	8	7/16	✓	4 1/4	8/16					
„ Size of Reversed Angle Iron, and No. / at top of Floor Plate	3	3	3/8	3	2 3/4	7/16				
Frames, Size of Angle Iron, single or double	4	3	7/16	4 1/4	3	8/16				
„ „ Reversed Iron, if to every frame	3	3	3/8	3	2 3/4	7/16				
Beams, Deck (N ^o . 41) double Angle Iron, Plate, or Bulb Iron	7 1/2	7/16	✓	7 1/4	8/16					
„ „ double or single Angle Iron, on upper edge	3	3	3/8	2 3/4	2 3/4	5/16				
„ „ average space between	3ft	4		3ft	4					
„ „ if wood (N ^o .) sided & moulded										
„ Hold, or Lower Deck (N ^o . 26) } double Angle Iron, Plate, or Bulb Iron	8	5/8		7 1/4	7/2					
„ „ double or single Angle Iron on both edges	2 1/2	2 1/2	5/16	2 3/4	2 3/4	5/16				
„ „ average space between	Various									
„ „ if wood (N ^o .) sided & moulded										
„ Paddle, wood, sided and moulded, or if Iron, size of Plate										
„ Engine „ „ „ „										
Keelson, single plate, box, or intercostal										
„ Size of Plates	12	9/16	✓	11	10/16					
„ Size of Angle Irons	4	4	1/2	4 3/4	3 3/4	8/16				
Ditto Bilge (No. 1) on each side of angle iron	4	4	1/2	4 3/4	3 3/4	8/16				

Transoms, material Iron or, if none, in what manner compensated for.Knight-heads, and Hawse Timbers IronThe Frames or Ribs extend in one length from Keel to Gunnwale rivetted through plates with (3/4 in.) rivets, about (6) apart.The reverse angle irons on the floors extend in one length across the middle line from above Bilge to above Bilge„ „ „ on the frames „ „ „ from Upper deck to Upper deck and above Bilge at alternate framesKeelson, how are the various lengths of plates or angle irons connected? StrappedPlates, Garboard, double or single rivetted to keel & at upper edge, with rivets (1 1/8 ins.) diameter averaging (4 1/2 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 clenchler, double or single rivetted; rivets (3/4 in.) diameter, averaging (3 ins.) from centre to centre of rivets.„ Butts from Keel to turn of bilge, worked carvel with a lining piece (9/16) 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? No„ Edges from bilge to sheerstrake, worked carvel with a lining piece (1) thick, or clenchler, double or single rivetted; rivets (3/4 in.) diameter, averaging (3 in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? No

„ Edge of Sheerstrake, double or single rivetted?

„ Butts from bilge to planksheers, worked carvel with a lining piece (9/16) 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)

Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted?

Planksheer, how secured to the plating of the sides

Waterway „ „ planksheer and to the Beams

Explain by sketch

if necessary.

Bolted bolting and plating

Deck Beams, how secured to the side? With welded knees rivetted to Ribs

Hold or Lower Deck „ „ „ „ „ „ „ „ „ „ „ „

Paddle „ „ „ „ „ „ „ „ „ „ „ „

No. of breasthooks 3 crutches 3 how are pointers compensated? With angle iron

What description of iron is used for the angle iron and plate iron in the vessel?

Millwall Iron Works

Builder's Signature

© 2019

Lloyd's Register
Foundation

IRON 437-0182

3512 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? long lengths

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? Some 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 ^o .			Fathoms.	Inches.		N ^o .	Weight.
	Fore Sails,	Chain ^{Iron} test <u>to a strain of 3 1/4</u>	270	1 1/2	Bowers ^{is a testing strain of} <u>19 - 7 - 2</u>	3	25-0-0
	Fore Top Sails,	Hemp Stream Cable <u>Iron</u>	90	7/8	<u>19 - 7 - 2</u>		25-0-0
	Fore Topmast Stay Sails,	Hawser	75	9	<u>16 - 10 - 0</u>		20-0-0
	Main Sails,	Towlines	90 th	6	Stream, <u>8 - 15 - 0</u>	1	8-0-0
	Main Top Sails,	Warp	90	5	Kedge,	2	4-0-0
and		All of <u>good</u> quality.	90	4			2-0-0

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

She has one Long Boat and two others

The present state of the Windlass is good Capstan good and Rudder good Pumps good

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 At various times while

2nd. On the plating during the progress of rivetting building under special survey from

3rd. When the beams were in and fastened, and before the decks were laid June 23rd 1863 to Dec 6th 1864

4th. When the ship was complete, and before the plating was finally coated

5th. After the ship was launched

In consequence of the length of this vessel exceeding eleven times the depth, the Sheerstrake has been doubled with a plate 7/16th thick extending for 3/4th her length

Is fitted in after hold with an iron platform with Beams of angle iron 5 x 3 x 1/2 extending from side to side forming a water ballast tank and in way of same there is a Keelson on each side of middle line of plates 12 x 1/2 with angle iron at upper and lower edges 4 x 4 x 1/2. Has been built in accordance with the scale for 600 Tons ships for the 6 years grade but her measurement is 706 Tons. Testing certificates of Anchors and Chains produced. Has a raised quarter deck

In what manner are the surfaces preserved from oxidation? With Red lead & oil & the bottom with Pay's cement

I am of opinion this Vessel should be classed 6 A1 should the Committee consider that the slight excess of tonnage does not prevent her receiving that character.

The amount of the Fee£ 3 : - : is received by me,

Special£ 35 : 6 :

Certificate (if required)£

Committee's Minute 29th March 1864 March 26/64

Character assigned 1 for 6

This Green Steamer of 706 tons slightly exceeds in Tonnage the Rule by which she has been built, and the difference in Deadweight is submitted for the favorable consideration of the Committee. The Builders to be more careful in future.