

IRON SHIPS.

No. 929 Survey held at Newcastle Date 5th Dec^r 63 to 30th Mar 1864
 on the Steam Tug "Thomas Lea" Master Geo Potts

Tonnage Gross 629.98 Engine Room 143.10 Register 486.88 Built at Newcastle

When Built 1864 Launched 15th Mar 1864 By whom built Palmer Bros & Co

Owners Cory & Co Port belonging to London Destined Voyage London

Surveyed Afloat or in Dry Dock Special building

Length aloft		Extreme Breadth		Depth from top of Upper Deck		Power of Engines	
Feet.	Inches.	Feet.	Inches.	Feet.	Inches.	Horse.	
19.1		28.1		17.25		80	
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft <u>21</u>							
Floors, Size of Angle Iron, and No. / at bottom of Floor Plate <u>4 3 7/16 4 3 7/16</u>							
" depth and thickness of Floor Plate at mid line <u>18 7/16 1 1/4 7/16</u>							
" depth and thickness of Floor Plate at Bilge Keelson <u>nil, see sketch</u>							
" Size of Reversed Angle Iron, and No. / at top of Floor Plate <u>3 2 1/2 6/16 3 2 3/4 6/16</u>							
Frames, Size of Angle Iron, single or double <u>4 3 7/16 4 3 7/16</u>							
" Reversed Iron, to every frame or every frame <u>3 2 1/2 6/16 3 2 3/4 6/16</u>							
Beams, Deck (No. <u>45</u>) double Angle Iron, Plate, or Bulb Iron <u>4 3 7/16 4 3 7/16</u>							
" double or single Angle Iron, on upper edge <u>3 2 1/2 6/16 3 2 3/4 6/16</u>							
" average space between <u>3 ft 6 ins 3 ft 6 ins</u>							
" if wood (No. <u>19</u>) sided & moulded <u>8 1/2 7/16 7 7/16</u>							
Hold, or Lower Deck (No. <u>19</u>) double Angle Iron, Plate, or Bulb Iron <u>8 1/2 7/16 7 7/16</u>							
" double or single Angle Iron, on edge <u>3 ft 6 ins 3 ft 6 ins</u>							
" average space between <u>3 ft 6 ins 3 ft 6 ins</u>							
" if wood (No. <u>19</u>) sided & moulded <u>8 1/2 7/16 7 7/16</u>							
Paddle, wood, sided and moulded, or if Iron, size of Plate <u>8 1/2 7/16 7 7/16</u>							
Engine " " " " <u>8 1/2 7/16 7 7/16</u>							
Keelson, single plate, box, or intercostal <u>4 1/2 3 1/2 7/16 4 1/2 3 1/2 7/16</u>							
" Size of Plates <u>4 1/2 3 1/2 7/16 4 1/2 3 1/2 7/16</u>							
" Size of Angle Irons <u>4 1/2 3 1/2 7/16 4 1/2 3 1/2 7/16</u>							
Ditto Bilge (No. <u>1</u>) <u>4 1/2 3 1/2 7/16 4 1/2 3 1/2 7/16</u>							
Transoms, material <u>Iron</u> or, if none, in what manner compensated for.							
Knight-heads, and Hawse Timbers <u>Iron</u>							
The Frames or Ribs extend in one length from <u>Tank side to Tank side & from keelson</u>							
The reverse angle irons on the floors extend in one length across the middle line from <u>Tank side to Tank side</u>							
" " " on the frames " " " from <u>End of Tank to upper part of bilge & Gunwale</u>							
Keelson, how are the various lengths of plates or angle irons connected? <u>by butt straps</u>							
Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets (<u>1 1/4</u> ins.) diameter averaging (<u>4 1/2</u> ins.) from centre to centre of rivet.							
" Edges from Garboards to upper part of bilge, worked carvel with a lining piece (<u>1</u> in.) thick, or clenchier, double or single rivetted; rivets (<u>3/4</u> in.) diameter, averaging (<u>3</u> ins.) from centre to centre of rivets.							
" Butts from Keel to turn of bilge, worked carvel with a lining piece (<u>1 1/4</u> in.) thick, double or single rivetted; rivets (<u>3/4</u> in.) diameter, averaging (<u>3</u> ins.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? <u>on alternate courses</u>							
" Edges from bilge to sheerstrake, worked carvel with a lining piece (<u>1</u> in.) thick, or clenchier, double or single rivetted; rivets (<u>3/4</u> in.) diameter, averaging (<u>3</u> in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? <u>on alternate courses</u>							
" Edge of Sheerstrake, double or single rivetted? <u>double rivetted</u>							
" Butts from bilge to planksheers, worked carvel with a lining piece (<u>1 1/4</u> in.) thick, double or single rivetted; rivets (<u>3/4</u> in.) diameter averaging (<u>3</u> ins.) from centre to centre of rivets. Breadth of laps in double rivetting (<u>4</u>) Breadth of laps in single rivetting (<u>2 1/2</u>)							
Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted? <u>double rivetted</u>							
Planksheer, how secured to the plating of the sides <u>Explain by sketch</u>							
Waterway " " planksheer and to the Beams <u>if necessary.</u>							
Deck Beams, how secured to the side? <u>by Butt knees</u>							
Hold or Lower Deck " <u>by Plate knees</u>							
Paddle " "							
No. of breasthooks <u>3</u> crutches <u>3</u> how are pointers compensated?							
What description of iron is used for the angle iron and plate iron in the vessel? <u>Angle Iron made @ G.W.B. Co. & Plate ditto Palmer & Best</u>							

Builder's Signature

Palmer Bros & Co

120437-0203

Are there any rivets which either break into or have been put through the seams or butts of the plating? a few

1. 3.

The present state of the Windlass is good Capstan Good and Rudder Good Pumps The 1st one

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	<i>Special Survey</i> <i>per order No 4331</i>
	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 Kessel is built in accordance with the accompanying sketch. The Hogg beams are of ~~of~~ T-bulk iron and vary in thickness. the other ones are at the fore end. The number of Hogg beams is in excess of that required by Rule.

Certificates of Testing Anchors and Chains have been produced and examined.

In what manner are the surfaces preserved from oxidation? *Red lead & lead's cement in tank*

I am of opinion this Vessel should be classed A ☒

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

Special£ 3/ 10 : -

Certificate (X required)£ - : - : -

Committee's Minute 5 April 1864

Character assigned A 1

The comparison for thickness of Plating
is supposed to be by the Old Rules for
The Edges of Plating from Gabboard to
Three Strips are simply rivetted.

Same of opinion she should be
classified C, as recommended above.

April 5/64

X. Moore of the University of Iowa, 442 Coal Exchange, To.