

# 3570 IRON SHIPS.

Per 16/3/64

No. 3464 Survey held at Hull Date 14 May 1864  
 on the Ship Bucentaur Master John Babet  
 Tonnage Gross 1067 Engine Room — Register 1067 Built at Hull  
 When Built 1864 By whom built Mr. J. M. Earle Owners Chas. Saunders & Co.  
 Launched 10th Feb.  
 Port belonging to Liverpool Destined Voyage —  
 Surveyed Afloat or in Dry Dock Special survey during building

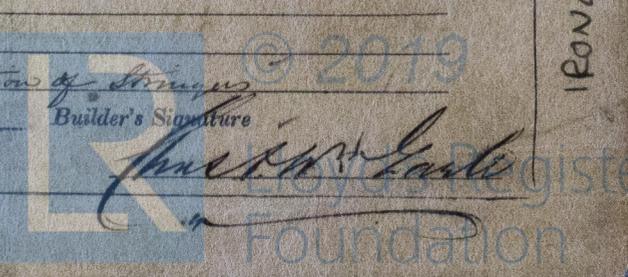
Length aloft	Feet. Inches.	Extreme Breadth	Feet. Inches.	Depth from top of Upper Deck Beam to top of Floor	Feet. Inches.	Power of Engines	Horse No.
<u>198</u>	<u>198</u>	<u>34</u>	<u>—</u>	<u>22</u>	<u>2</u>		

Description of Iron.	Inches. 16ths required		Inches. 16ths required	
	In Ship	per Rule	In Ship	per Rule
Stem, if bar iron, moulding and thickness	<u>8 1/2</u>	<u>3</u>	<u>5</u>	<u>5</u>
„ if plate iron, breadth and thickness				
Stern-post, if bar iron, moulding and thickness	<u>8 1/2</u>	<u>3</u>	<u>4</u>	<u>3</u>
„ „ if plate iron, breadth and thickness				
Keel, if bar iron, depth and thickness	<u>8 1/2</u>	<u>3</u>	<u>8</u>	<u>3</u>
„ if plate iron, breadth and thickness				
Garboard Plates, thickness	<u>13/16</u>	<u>✓</u>	<u>1 1/16</u>	
From Garboard to upper part of Bilge	<u>12/16</u>	<u>✓</u>	<u>12/16</u>	
From upper part of Bilge to Sheerstrakes	<u>11/16</u>	<u>✓</u>	<u>11/16</u>	
Sheerstrakes	<u>3/8</u>	<u>✓</u>	<u>3/8</u>	
Breadth & thickness of Butt Straps to outside plating	<u>9 1/2</u>	<u>3/16</u>	<u>30</u>	<u>1 1/16</u>
Planksheers				
Gunwale Plate or Stringer on ends of Up. Dk Beams	<u>3 3/8</u>	<u>9/16</u>	<u>12 7/8</u>	<u>1 1/16</u>
Angle Iron on ditto	<u>2 1/2</u>	<u>3/8</u>	<u>2 1/2</u>	<u>1 1/16</u>
Waterway	<u>4</u>	<u>✓</u>	<u>4</u>	
Deck	<u>4</u>	<u>✓</u>	<u>4</u>	
Ceiling in Hold	<u>3</u>	<u>✓</u>	<u>3</u>	
Ceiling betwixt Decks	<u>2</u>	<u>✓</u>	<u>2</u>	
Beam Clamps				
„ Shelf				
„ Stringer Plates on ends of Hold or Lower Dk Beams	<u>2 3/4</u>	<u>12/16</u>	<u>20</u>	<u>1 1/16</u>
Ceiling between Decks				
Stringer or Tie Plates outside Hatchways	<u>12</u>	<u>10/16</u>	<u>12 1/2</u>	<u>1 1/16</u>
Deck Beam Clamps				
„ Shelf				
Stringers in Hold	<u>8 1/2</u>	<u>9/16</u>	<u>5 1/2</u>	<u>1 1/16</u>
Deck, Lower	<u>3</u>	<u>✓</u>	<u>3</u>	
Deck, Upper, how fastened to Beams	<u>9/16</u>	<u>✓</u>	<u>30</u>	<u>1 1/16</u>

Keelson, wood, sided & moulded, iron, size of plates if Box, give sketch & dimensions 5 4 1/2 9/16 5 4 1/4 9/16  
 Side or Bilge double angle iron  
 Number 23  
 Fire (including main) 5 4 1/2 9/16 not required  
 Mansons, material — or, if none, in what manner compensated for. By frames and plating  
 Right-heads —  
 Lawse Timbers — are they free from defects? —  
 Bulkheads, No. Two Thickness of 7/16  
 how secured to the sides of the ship with double frames & broad beams  
 size of vertical angle iron and their distance apart 3 1/2 x 3 1/2 30 in  
 The Frames or Ribs extend in one length from Keel to Gunwale rivetted through plates with (7/8 in.) rivets, about (4 in.) apart.  
 The reverse angle irons on the floors extend in one length across the middle line from bilge to bilge  
 „ „ „ on the frames „ „ „ from bilge to Top of Hold Beam Stringer & Gunwale alternately  
 Keelson, how are the various lengths of plates or angle irons connected? Butts of plates and angle iron shifted, strapped & rivetted  
 Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets (1 1/4 ins.) diameter averaging (5 in.) from centre to centre of rivet.  
 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 ins.) from centre to centre of rivets.  
 Butts from Keel to turn of bilge, worked carvel with a lining piece (12/16) thick, double or single rivetted; rivets (7/8 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? Not in the outer strake  
 Edges from bilge to planksheer, worked clencher with a lining piece (—) thick, double or single rivetted; rivets (7/8 in.) diameter, averaging (3 1/2 in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? —  
 Butts from bilge to planksheers, worked carvel with a lining piece (7/8) thick, or clencher, double or single rivetted; rivets (7/8 in.) diameter averaging (3 1/2 ins.) from centre to centre of rivets. Breadth of laps in double rivetting (4 1/4) Breadth of laps in single rivetting (—)  
 Planksheer, how secured to the plating of the sides — Explain by sketch, Gutter pattern  
 Waterway „ „ planksheer and to the Beams — if necessary.  
 Deck trussing Five breadth and thickness of plates — how secured? —  
 Deck Beams, how secured to the side? with welded knees rivetted to the frames  
 Hold or Lower Deck „ —  
 Middle „ „ —  
 No. of breasthooks Five crutches — how are pointers compensated? By termination of stringers  
 What description of iron is used for the angle iron and plates in the vessel? Consett  
 Builder's Signature J. M. Earle

IRON 437-0242



3570 Jan

**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 Some Butts are

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? Yes. Several in the Butts.

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

N <sup>o</sup> .	SAILS	CABLES, &c.		ANCHORS, and their weights.		
		Fathoms.	Inches.	N <sup>o</sup> .	Weight.	
	Fore Sails,	Chain	300	1 1/4" <u>tested to 55 tons</u>	Bower, 3	44.5
	Fore Top Sails,	Span Stream Cable	90	1 5/8" <u>tested to 11 1/2 tons</u>	Stream, 1	39.3
	Fore Topmast Stay Sails,	Hawser	90	18"		120.0
	Main Sails,	Towlines	90	13"		
	Main Top Sails,	Warp	90	6 1/2"	Kedge, 2	5.0
	and others as required	All of	good	quality.		3.0

Her Standing and Running Rigging Wire Main & Mizen sufficient in size and good in quality.  
 She has the Long Boat and three 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 Special Survey No 63 - 17th
- 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 First Survey 29th August 1864
- 5th. After the ship was launched

Lower Masts of Iron - made by the Builders  
Lower Yards and ~~upper~~ lower topsail yards of steel & iron made by Pant  
of Sunderland

Gross Tonnage 1064 85  
Under Deck 990 46  
100

Mr Davidson should be asked why he states in this Report that water-tight <sup>side</sup> hullwork is "not required" when the Gross Tonnage exceeds 1000 tons - also to give some better description of the mode in which the Iron Masts and Steel Yards are constructed and their scaulking, as now required in such cases. J.H.R.

In what manner are the surfaces preserved from oxidation? The flat of bottom inside coated with Cement the remainder of the plating with Paint

I am of opinion this Vessel should be classed A 1

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

Special .....£ 53: 7: -

Certificate (if required) .....£ : :

Committee's Minute 17<sup>th</sup> May 1864

Character assigned A 1

Mr. Davidson

This vessel is eligible for the Class Measurement

