

# IRON SHIPS.

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	Feet.	Inches.	Beam to top of Floor	Feet.	Inches.	Power of Engines	Horse No.
<u>193</u>			<u>34</u>				<u>22</u>	<u>2</u>					
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	Inches in Ship.	Inches required per Rule.											
	<u>21</u>	<u>21</u>											
Floors, Size of Angle Iron, and No. <u>one</u> at bottom of Floor Plate	Inches in Ship.	Inches required per Rule.											
	<u>5</u>	<u>3</u>	<u>7/16</u>	<u>4 3/4</u>	<u>3</u>	<u>7/16</u>							
depth and thickness of Floor Plate at mid line	<u>23</u>	<u>12</u>	<u>5/8</u>	<u>3</u>	<u>2 3/4</u>	<u>5/8</u>							
depth and thickness of Floor Plate at Bilge Keelson	<u>5</u>	<u>10</u>	<u>7/16</u>	<u>3</u>	<u>10</u>	<u>7/16</u>							
Size of Reversed Angle Iron, and No. <u>one</u> at top of Floor Plate	<u>3 1/2</u>	<u>3</u>	<u>7/16</u>	<u>3 1/4</u>	<u>3</u>	<u>7/16</u>							
Frames, Size of Angle Iron, single or double	<u>5</u>	<u>3</u>	<u>7/16</u>	<u>4 3/4</u>	<u>3</u>	<u>7/16</u>							
Reversed Iron, <u>one</u> to every frame	<u>3 1/2</u>	<u>3</u>	<u>7/16</u>	<u>3 1/4</u>	<u>3</u>	<u>7/16</u>							
Beams, Deck (No. <u>5-5</u> ) double Angle Iron or Bulb Iron with double Angle Iron on top	<u>3</u>	<u>3</u>	<u>7/16</u>	<u>5 1/4</u>	<u>5 1/4</u>	<u>5/8</u>							
depth & thickness of plate amidships	<u>8 1/2</u>	<u>10</u>	<u>8 1/4</u>	<u>8 1/4</u>	<u>8 1/4</u>	<u>8 1/4</u>							
double or single Angle Iron, on lower edge													
average space between	<u>42</u>	<u>ins</u>											
if wood (No. ) sided & moulded													
Hold, or Lower Deck (No. <u>5-3</u> ) double Angle Iron or Bulb Iron with double Angle Iron on top	<u>3</u>	<u>3</u>	<u>7/16</u>	<u>3 1/4</u>	<u>3 1/4</u>	<u>4/6</u>							
depth & thickness of plate amidships	<u>8 1/2</u>	<u>10</u>	<u>8 1/4</u>	<u>8 1/4</u>	<u>8 1/4</u>	<u>8 1/4</u>							
double or single Angle Iron, on lower edge													
average space between	<u>42</u>	<u>ins</u>											
if wood (No. ) sided & moulded													
Paddle, wood, sided and moulded or if Iron, size of Plate													
Engine													
Keelson, wood, sided & moulded, iron, size of plates if Box, give sketch & dimensions	<u>5</u>	<u>4 1/2</u>	<u>7/16</u>	<u>5</u>	<u>4 1/4</u>	<u>9/16</u>							
Side or Bilge	<u>18</u>	<u>15</u>	<u>15</u>	<u>15</u>	<u>15</u>	<u>15</u>							
Number	<u>5</u>	<u>4 1/2</u>	<u>7/16</u>	<u>5</u>	<u>4 1/4</u>	<u>9/16</u>							
Transoms, material or, if none, in what manner compensated for.	<u>5</u>	<u>4 1/2</u>	<u>7/16</u>	<u>5</u>	<u>4 1/4</u>	<u>9/16</u>							
Right-heads													
Lawse Timbers													
are they free from defects?													
how secured to the sides of the ship													
size of vertical angle iron and their distance apart													
the Frames or Ribs extend in one length from													
to													
rivettted through plates with ( <u>7/8</u> in.) rivets, about ( <u>4</u> ins) apart.													
the reverse angle irons on the floors extend in one length across the middle line from													
to													
on the frames													
from													
to													
Keelson, how are the various lengths of plates or angle irons connected?													
plates, Garboard, double or single rivettted to keel & at upper edge, with rivets ( <u>1 1/4</u> ins.) diameter averaging ( <u>5</u> in.) 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 clencher, double or single rivettted; rivets ( <u>7/8</u> in.) diameter, averaging ( <u>3 1/2</u> ins.) from centre to centre of rivets.													
Butts from Keel to turn of bilge, worked carvel with a lining piece ( <u>1 1/2</u> ) thick, double or single rivettted; rivets ( <u>7/8</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?													
Edges from bilge to planksheer, worked carvel with a lining piece ( <u>1 1/2</u> ) thick, double or single rivettted; rivets ( <u>7/8</u> in.) diameter, averaging ( <u>3 1/2</u> 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 ( <u>1 1/2</u> ) thick, or clencher, double or single rivettted; rivets ( <u>7/8</u> in.) diameter averaging ( <u>3 1/2</u> ins.) from centre to centre of rivets. Breadth of laps in double rivetting ( <u>4 1/4</u> ) Breadth of laps in single rivetting ( <u>—</u> )													
Planksheer, how secured to the plating of the sides													
Waterway													
planksheer and to the Beams													
Explain by sketch, if necessary.													
breadth and thickness of plates													
how secured?													
Deck trussing													
how secured to the side?													
Old or Lower Deck													
of breasthooks													
crutches													
how are pointers compensated?													
By termination of													
that description of iron is used for the angle iron and plates in the vessel?													
Builder's Signature													

IRON 437-0242



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**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? 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.

		CABLES, &c.		ANCHORS, and their weights.	
N <sup>o</sup> .		Fathoms.	Inches.	N <sup>o</sup> .	Weight.
Fore Sails,	Chain	300	1 1/4	1	55 shot
Fore Top Sails,	Hamper Stream Cable	90	1 1/2	3	39 shot
Fore Topmast Stay Sails,	Hawser	90	18	1	120 shot
Main Sails,	Towlines	90	13		
Main Top Sails,	Warp	90	6 1/2	2	50 shot
and other as required	All of	good	quality.		

Her Standing and Running Rigging Wire Hemp & Manila 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.**

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 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 Aug 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 Paine 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 bulkheads 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 caulking, as now required in such cases. L.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 .....£ 57 - - is received by me,

Special .....£ 53 : 7 -

Certificate (if required) .....£ : :

Committee's Minute 17th May 1864

Character assigned A 1

Mr. Davidson

This vessel is eligible for the Class Recommended

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 16 May 1864 L.H.R.  
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