

IRON SHIPS.

No. 939 Survey held at Newcastle Date 17th Dec^r 1863 to 25th June 1864
 the Ship "Evelyn Mary" Master Jas. MacIntyre
 Tonnage under tonnage deck 519. 92 Built at Newcastle When built 1864 Launched 24 May
 Ditto of poop or spar deck — By whom built Richardson & Co Owners J. M. Harris
 Ditto of engine room 109. 34
 Total Register tonnage 410. 28 Port belonging to London Destined Voyage London
 Surveyed while Building, Afloat, or in Dry Dock

	Fect.	Inches.	Fect.	Inches.	Depth from top of Upper Deck Beam to top of Floor	Fect.	Inches.	Horse.	No. of Decks	
Length aloft	161	11	Extreme Breadth	24		16	6	Power of Engines	70	
Dimensions of Ship per Register, length 161.9 breadth 24 depth 15.6										
Keel, if bar iron, depth and thickness.....			Inches in Ship.			Inches required per Rule.				
" if plate iron, breadth and thickness			4 x 2 1/2			4 x 2 1/2				
stem, if bar iron, moulding and thickness			4 x 2 5/8			4 x 2 1/2				
" if plate iron, breadth and thickness			4 x 3			4 x 5				
stern-post, if bar iron, moulding and thickness			4 x 3			4 x 5				
" " if plate iron, breadth and thickness			23			23				
Distance of Frames from moulding edge to moulding edge, all fore and aft			23			23				
Frames, Size of Angle Iron, single or double..			Inches. In Ship.	Inches. In Ship.	16ths. In Ship.	Inches. required per Rule.	Inches. required per Rule.	16ths. required per Rule.		
" Reversed Iron, if to every frame			4	3	1/16	3 1/2	2 3/4	7/16		
" every frame.....			2 1/2	2 1/2	1/16	3	2 1/2	1/16		
Floors, depth and thickness of Floor Plate at mid line			17 1/2	8	1/16	10	11 1/2	8		
" Ditto ditto at Bilge Keelson			14	8	1/16	4 1/4	8	8		
" Size of Reversed Angle Iron, and No. 12 at top of Floor Plate			2 1/2	2 1/2	1/16	3	2 1/2	1/16		
Beams, Deck (No. 30) double Angle Iron			4	4	1/16	1 3/4	4	1/16		
" " double or single Angle Iron, on edge....			2 1/2	2 1/2	1/16	5	2 1/2	1/16		
" " average space between			2 1/2	2 1/2	1/16	5	2 1/2	1/16		
" Hold, or Lower Deck (No. 29)			34	10	1/16	34	10	1/16		
" " double or single Angle Iron on edge....			4	4	1/16	1 3/4	4	1/16		
" " average space between			3	2 1/2	1/16	3	2 1/2	1/16		
" Paddle, sided and moulded, thickness of Plate size of Angle Iron			4 1/2	3	1/16	4 1/2	3 1/4	1/16		
" Engine			22	8	1/16	22	8	1/16		
Keelson, single or double plate, box, or intercostal			13	8	1/16	13	8	1/16		
" Size of Plates			4 1/2	3	1/16	4 1/2	3 1/4	1/16		
" Side, single or d'ble, plate, box, or intercostal			See Section							
" Bilge (No. 2) at each Bilge, single, or double, plate, or box			4 1/2	3	1/16	4 1/2	3 1/4	1/16		
Transoms, material			Plates							
if none, in what manner compensated for.										
Plates in Garboard Strakes, breadth and thickness			29	10	1/16	30	10	1/16		
Ditto from Garboard to upper part of Bilges..			-	9	1/16	9	1/16	9		
" from upper part of Bilge to a perpendicular height from upper side of Keel of 3/4ths the entire depth of Hold			-	8	1/16	8	1/16	8		
" from 3/4ths depth of Hold to lower edge of Sheerstrake			-	4	1/16	4	1/16	4		
" Sheerstrake, breadth and thickness			30	10	1/16	30	10	1/16		
Butt Straps to outside plating, breadth and thickness			9	4	1/16	9	4	1/16		
Gunwale Plate or Stringer on ends of Upper Deck Beams, breadth and thickness			30	10	1/16	30	10	1/16		
Angle Iron on ditto			4	4	1/16	4	4	1/16		
Stringer or Tie Plates fore and aft, on Upper Deck Beams, outside Hatchways ..			10	8	1/16	10	8	1/16		
Diagonal Tie Plates on ditto.....			10	8	1/16	10	8	1/16		
Planksheer, materials and scantlings			14	1	1/16	14	1	1/16		
Waterway ditto ditto			14	1	1/16	14	1	1/16		
Flat of Upper Deck, thickness and material			4	3	1/16	4	3	1/16		
" how fastened to Beams.			Alpine Rule							
Ceiling betwixt Decks and in Hold, thickness and material....			Plate							
Clamps or Spirketting ditto.....			12	13	1/16	19	8	1/16		
Stringer Plates on ends of Hold or Lower Deck Beams, breadth and thickness			4 1/2	3	1/16	4 1/2	3 1/4	1/16		
Stringer or Tie Plates fore and aft outside Hatchways, on Hold or Lower Deck Beams			4	3	1/16	4	3	1/16		
Stringers in Hold			4 1/2	3	1/16	4 1/2	3 1/4	1/16		
Flat of Lower Deck, thickness and material..			7	1	1/16	7	1	1/16		
Main piece of Rudder, diameter at head			4 1/2	1	1/16	4 1/2	1	1/16		
" " " at heel			4	1	1/16	4	1	1/16		
(Can the Rudder be unshipped afloat)			Yes							
Bulkheads, N° 3 Thickness of			4 1/2							
" Height up			To upper deck							
" how secured to the sides of the ship			To double frames							

Transoms, material Plank or, if none, in what manner compensated for.

Knight-heads, and Hawse Timbers Plates size of vertical angle iron 2 1/2 x 2 1/2 and their distance apart - 29 1/2 - 3 - average
The Frames extend in one length from keel to gunwale rivetted through plates with (3/4 in.) rivets, about (1) apart.

The Frames extend in one length from keel to gunwale rivetted through plates with ($\frac{3}{4}$ in.) rivets, about (6) apart.
The reverse angle irons on the floors extend in one length across the middle line from at. bulk to bilge and gunwale

" " " on the frames " " " from _____ to to upper part of Belje's Fallina at sky

Keelson, how are the various lengths of plates or angle irons connected? *to Gunwale, being scarphed over double.*
See built ship. *frames*

Plates, Garboard, double rivetted to keel, double at upper edge, with rivets (1/2 ins.) diameter, averaging (4 1/2 in.) apart.

„ Edges from Garboards to upper part of bilge, worked clencher, double ~~or single~~ rivetted; with rivets ($\frac{3}{4}$ in.) diameter, averaging (3 ins.) apart.

„ Butts from Keel to turn of bilge, worked carvel with butt straps ($\frac{10 \times 9}{16}$) thick, double ~~on~~ single rivetted; with rivets ($\frac{3}{4}$ in.) diameter.

averaging (3 ins.) apart. Do the butt straps lap over and rivet through the lands of the strake below? Yes

„ Edges from bilge to sheerstrake, worked ~~carvel with a living piece~~ () thick, or clencher, double or single rivetted; with rivets ($\frac{3}{4}$ in.) diameter.

averaging (1 in.) apart. Do the butt straps lap over and rivet through the lands of the strake below? Yes

„ Edges of Sheerstrake, double ~~or single~~ rivetted? At upper edge _____ At lower edge _____

Butts from bilge to planksheers, worked carvel with butt straps ($10 \frac{1}{2} \times 10 \frac{1}{2}$) thick, double ~~on single~~ rivetted; with rivets ($\frac{3}{4}$ in.) diameter,

averaging (3 ins.) apart. Breadth of laps in, double rivetting (4 1/2 in), Breadth of laps in single rivetting (2 5/8)

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 if necessary. - Side plating

Deck Beams, how secured to the side? *Single plate knees rivetted to frames or sides*

Hold or Lower Deck ditto _____

No. of breasthooks 4 crutches 4

[illegible]

Manufacturer's name or trade mark *A. C. & S. Co. Plating. Shotley Iron Co.*

We certify that the above is a correct description of the several particulars therein given.

Mail Bill 1000

Builder's Signature M. J. Graham Surveyor's Signature W. J. Graham

IRON 437A - 0061

3633 Iron

Workmanship. Are the lands or laps of the clenchwork in all cases in breadth at least five and a half times the diameter of the rivets in double rivetted edges and butts, and at least three and a quarter times the diameter of the rivets where single rivetting is admitted? *Yes, a few clench.*
 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 - a*
 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, butt straps, 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, Bowsprit, Yards, &c., are in *good* condition, and sufficient in size and length. (If they are of Iron or Steel give the Scantlings of Plating, Angle Irons, &c., and further explain by a Sketch showing how the lower Masts and Bowsprit are constructed, showing the number of Plates and Angle Irons, mode of rivetting, quality of Materials, and if stamped with Maker's name.

She has SAILS.			CABLES, &c.			ANCHORS, and their weights.		
N ^o .				Fathoms.	Inches.	Tons.	N ^o .	Weight.
<i>One</i>	Fore Sails,	Chain	<i>Test 28 to 30 tons</i>	240	1 1/4			
	Fore Top Sails,	Hempen Stream Cable		60	1 3/4			
<i>One</i>	Fore Topmast Stay Sails,	Hawser		60	5/8			
<i>One</i>	Main Sails,	Towlines		40	7 1/2			
<i>One</i>	Main Top Sails,	Warp		40	5 1/2			
		All of <i>best</i> quality.		60	4 1/2			
				140	4			

Her Standing and Running Rigging *Complete* sufficient in size and *good* in quality.
 She has *one life boat - Long Boat and 20 feet - and the 20 foot, 14 feet -*
 The present state of the Windlass is *Complete* Capstan *2 inches* and Rudder *Complete* Pumps *3 deck pumps and 2 engine pumps*

Order for Special Survey DATES of 1st. On the several parts of the frame, when in place, and before the plating was wrought
 No. *438* Surveys held 2nd. On the plating during the progress of rivetting
 Date *21 Nov 1863* while building 3rd. When the beams were in and fastened, and before the decks were laid
 Order for Ordinary Survey as per 4th. When the ship was complete, and before the plating was finally coated
 No. _____ Section 18. 5th. After the ship was launched
 Date _____
 State if she has a Spar Deck *Yes* Poop *Break* or Forecastle *a small one in front*

General Remarks,
This vessel is similar in all respects to the S.S. "Chapchase" Regit. No 9309. to which the under-ship section was attached, with arrangement of Tank in double bottom, which extends from bulkhead before engine and boiler space, to sternmost bulkhead. She has likewise a Tank for water ballast in fore and after peaks.

In what manner are the surfaces preserved from oxidation? Inside *Red lead. Cemented in bottom*
 Ditto ditto Outside *- do -*

I am of opinion this Vessel should be Classed *A-1*
 The amount of the Fee *£ 5 - -* is received by me,
Special £ 28 10 -
 Certificate (if required) *£ - -*

Committee's Minute *28 June 1864*

Character assigned *B*

This vessel appears eligible for the Class Recommended by the Lloyd's Register
 27 June 1864
 Lloyd's Register Foundation

Have for Richardson, Lar-waier, Murchison &c.