

IRON SHIPS.

held at West Hartlepool Date 10th July 1864
 Steamer "Kalioch" Master

1125 20 Engine Room 377.29 Register 747.700 Built at West Hartlepool
1864 Launched 27th April By whom built Pile Spencer & Co.
 than for Port belonging to Alexandria Destined Voyage Mediterranean
 layed Afloat or in Dry Dock Specially Surveyed while building

Feet.	Inches.	Feet.	Inches.	Depth from top of Upper Deck	Feet.	Inches.	Power of Engines....	Horse.
240	-	36	-	22	0	140	100	
Extreme Breadth....		Inches in Ships.		Inches required per Rule.		Inches in Ships.		16ths required per Rule.
Frames or Ribs from moulding		21		21		0		2 1/2
Building edge, all fore and aft		Inches. In Ship.		Inches. In Ship.		Inches. In Ship.		16ths required per Rule.
Keel 4ft.		4		3		7 1/6		4
Angle Iron, and No. one at		4		3		7 1/6		4
Bottom of Floor Plate.....		22		x		0 1/6		22
and thickness of Floor Plate at		22		x		0 1/6		22
Line		9		x		0 1/6		9
and thickness of Floor Plate at		9		x		0 1/6		9
Large Keelson		3		3		6 1/6		3
of Reversed Angle Iron, and		3		3		6 1/6		3
No. one at top of Floor Plate..		4		3		7 1/6		4
Size of Angle Iron, single or double..		4		3		7 1/6		4
Reversed Iron, if to every frame		3		3		6 1/6		3
or every other frame.....		3		3		6 1/6		3
Deck (No. 70) double Angle Iron,		7		x		0 1/6		7 1/2
Plate, or Bulb Iron.....		7		x		0 1/6		7 1/2
,, double or single Angle Iron,		3		3		6 1/6		3
on top edge.....		3		3		6 1/6		3
,, ,, average space between		42		Inches		42		Inches
,, ,, if wood (No.) sided & moulded								
,, Hold, or Lower Deck (No. 26)		7		x		0 1/6		7 1/2
double Angle Iron, Plate, or Bulb Iron		7		x		0 1/6		7 1/2
on top edge.....		7		x		0 1/6		7 1/2
,, ,, average space between		Every 4ft. frame		Every 4ft. frame				
,, ,, if wood (No.) sided & moulded								
,, Paddle, wood, sided and moulded, or								
if Iron, size of Plate								
,, Engine ,, ,, ,, ,,								
Keelson, single plate, box, or intercostal		15		x		10 1/6		4 3/4
Size of Plates		4 1/2		3 1/2		7 1/6		4 1/2
Size of Angle Irons		4 1/2		3 1/2		7 1/6		4 1/2
Ditto Bilge (No. 2) Double angle iron		4 1/2		3 1/2		7 1/6		4 1/2
Transoms, material <u>Plate</u> or, if none, in what manner compensated for.								
Knight-heads, and Hawse Timbers <u>Blocks German Oak</u>								
The Frames or Ribs extend in one length from <u>Keel</u> to <u>Gunwale</u>								
The reverse angle irons on the floors extend in one length across the middle line from <u>bilge</u> to <u>bilge</u>								
,, ,, ,, on the frames ,, ,, ,, from <u>bilge</u> to <u>hold beam</u>								
Keelson, how are the various lengths of plates or angle irons connected? <u>Butts of plates & angle irons shifted & stepped & rivetted</u>								
Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets (15 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 clencher, 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? <u>no</u>								
,, Edges from bilge to sheerstrake, worked carvel with a lining piece () thick, or clencher, 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? <u>no</u>								
,, Edge of Sheerstrake, double or single rivetted? <u>Double</u>								
,, 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 1/2) Breadth of laps in single rivetting (2 3/4)								
Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted? <u>Double</u>								
Planksheer, how secured to the plating of the sides								
Waterway ,, ,, planksheer and to the Beams								
Deck Beams, how secured to the side? <u>Beam ends turned & knees welded</u>								
Hold or Lower Deck ,, <u>Same as above</u>								
Paddle ,,								
No. of breasthooks <u>Three</u> crutches <u>Two</u> how are pointers compensated? <u>By bunnets & works</u>								
What description of iron is used for the angle iron and plate iron in the vessel? <u>By bunnets & works</u>								

3666 Iron 10 half

Workmanship. Are the lands or laps of the clenchwork in all cases in breadth at least five times the diameter of 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? 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
well and sufficiently countersunk in the outer plate? all through
Are there any rivets which either break into or have been put through the seams or butts of the plating? a few in but

Her Masts, Yards, &c., are in Good condition, and sufficient in size and length.
She has SAILS. CABLES, &c. Gross Tonnage 1125 ANCHORS, and their weight

N ^o .			Fathoms.	Inches.	
	Fore Sails,	Chain	300	1 9/16	Bower, <u>Scotts Patent</u>
	Fore Top Sails,	Hamper Stream Cable	60	1	
	Fore Topmast Stay Sails,	Hawser	90	7	Stream,
	Main Sails,	Towlines	90	9 1/6	
	Main Top Sails,	Warp	90	1 1/6	Kedge,
		All of <u>Good</u> quality.	80	8 1/2	

Her Standing and Running Rigging Wire Hemp sufficient in size and Good in quality.
She has Two life Long Boat and Two cutters Primaer + Gig
The present state of the Windlass is Patent Capstan Two Winches and Rudder Good Pumps Two of Metal

General Remarks, Statement and Date of Repairs, extent of corrosion (if any) both internally and externally, and condition

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
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

Special Survey No of
First Survey 24th Feb
Pass Survey 10th July
The length being above 16 depths. Additional longitudinal strengthening. Shearstake doubled with plates 26 x 0/16 for three-fourths the length. Outside stoke below do. doubled with plates 33 x 0/16 for two-thirds the length. Stroke below spar deck shearstake doubled with 6/16 plates for three-fourths the length. Spar deck fitted on top of spar deck beams for three-fourths of length, one plate running out to the ends on each side. An angle iron fitted on inner edge of hold beam stringers 4 x 4 x 7/16 extending from 37 ft before the fore engine room bulkhead to the after hatchway. Bulk plate between bilge keelsons 7 x 0/16 from fore to after bulkhead. See Secretary's letter dated 20th Nov. 1863.

Is fitted with a Spar deck, frames all to the top height. Plating 6/16 tho. single rivetted at edges, double at butts, lower edge of shearstake double with 3/4 rivets spaced 3 in. Beams Double angle Irons 6 x 3 x 7/16 + 3 x 3 x 6/16. Stringers or beams 26 x 0/16, angle iron on do. 4 x 3 x 7/16. Iron deck rivetted to beams for three-fourths the length one plate running out on each side + covered over a lot with 3 in. Y. Pine. fastened with 0/16 nut bolts from the top. Waterways 6 x 12 R. Pine. fastened with bolts thro. gunwale stringer. In lieu of side intercostal keelsons, horizontal plates fitted on top of floors 13 1/2 x 1/6 with double angle Irons on top 4 1/2 x 13 1/2 x 7/16. In engine space two shepers from bulkhead to do. on each side. plates 13 x 4/16 double angle iron on bottom edge 4 x 4 x 0/16, top do. 3 x 4 x 4a intercostal keelsons see Secretary's letter dated 17th May 1864

In what manner are the surfaces preserved from oxidation? Plat of hold cemented with Portland cement all other parts with paint P. Spencer. Esq

I am of opinion this Vessel should be classed _____

The amount of the Fee£ 5 : 0 : 0 is received by me,

July 1864 Special£ 56 : 5 : 0

Certificate (if required)£ : : :

Committee's Minute 22nd July 18 64

Character assigned MT

She appears eligible for Classing B1 as recommended by the Committee's approval. The Bridgeman and Small Cottons owned by him on Spar Deck. This appears to be the 3rd in my recent report of ownership seen at Whitby. No question more than correct.

Deck houses being fitted contrary to the rules, with this exception I am of opinion this vessel is equal to the B1 grade

L. P. Gladstone

24/7/64