

# IRON SHIPS.

Rev 1/18/66

3683

Survey held at Newcastle Date 23 Nov 1863 to 25 July 1864  
 the Ship "Bullock" Master H. Wallace 1864  
 tonnage under tonnage deck 909.33 Built at Newcastle When built 1864 Launched 24 Dec 1864  
 Ditto of House or spar deck 42.89 By whom built Marshall & Sons Owners Hendale iron & Co  
 Ditto of engine room 952.22 Total Register tonnage 952.22 Port belonging to Newcastle Destined Voyage India

~~Surveyed while Building, Afloat, or in Dry Dock since while 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	→	Nº. of Decks	2	Inches. required per Rule	Inches. required per Rule
Dimensions of Ship per Register, length	<u>115 3/10</u>	breadth	<u>32 2/10</u>	depth	<u>21 4 1/10</u>						
Keel, if bar iron, depth and thickness.....		Inches in Ship.	<u>1 1/2 x 3</u>	required per Rule	<u>8 x 3</u>	Plates in Garboard Strakes, breadth and thickness .....		<u>29 1/2 - 28</u>	<u>12</u>	<u>30</u>	<u>1 1/2</u>
Stem, if bar iron, moulding and thickness .....			<u>1 1/2 x 3</u>		<u>8 x 3</u>	Ditto from Garboard to upper part of Bilges .....		<u>11</u>	<u>11</u>	<u>1 1/2</u>	
Stern-post, if bar iron, moulding and thickness .....			<u>1 1/2 x 3</u>		<u>8 x 3</u>	,, from upper part of Bilge to a perpendicular height from upper side of Keel of $\frac{2}{3}$ ths the entire depth of Hold .....		<u>11</u>	<u>11</u>	<u>1 1/2</u>	
Distance of Frames from moulding edge to moulding edge, all fore and aft .....			<u>11</u>		<u>21</u>	,, from $\frac{2}{3}$ ths depth of Hold to lower edge of Sheerstrake .....		<u>11</u>	<u>11</u>	<u>10 8/11</u>	
Frames, Size of Angle Iron, single or double..		Inches. required in ship.	<u>4 1/4</u>	16ths. required in ship.	<u>3 1/4</u>	Sheerstrake, breadth and thickness .....		<u>30</u>	<u>11</u>	<u>30</u>	<u>1 1/2</u>
Reversed Iron, if to every frame			<u>4 1/4</u>		<u>3 1/4</u>	Butt Straps to outside plating, breadth and thickness .....		<u>11</u>	<u>9</u>	<u>8 1/2</u>	<u>1 1/2</u>
Floors, depth and thickness of Floor Plate at mid line .....			<u>22</u>		<u>10</u>	Gumwale Plate or Stringer on ends of Upper Deck Beams, breadth and thickness .....		<u>20</u>	<u>9</u>	<u>25</u>	<u>1 1/2</u>
,, Ditto ditto at Bilge Keelson			<u>8</u>		<u>7/11</u>	Angle Iron on ditto .....		<u>5</u>	<u>4</u>	<u>5</u>	<u>4 1/2</u>
Size of Reversed Angle Iron, and No. <u>1/2</u> at top of Floor Plate			<u>3</u>		<u>3</u>	Stringer or Tie Plates fore and aft, on Upper Deck Beams, outside Hatchways .....		<u>12</u>	<u>9</u>	<u>12</u>	<u>1 1/2</u>
Beams, Deck (No. <u>1/2</u> ) double Angle Iron, Paddle, or Bulb Iron .....			<u>3</u>		<u>3</u>	Diagonal Tie Plates on ditto .....		<u>12</u>	<u>9</u>	<u>12</u>	<u>1 1/2</u>
,, double or single Angle Iron, on <u>top</u> edge .....			<u>3</u>		<u>3</u>	Planksheer, materials and scantlings .....					
,, average space between .....			<u>3</u>		<u>3</u>	Waterway ditto ditto .....					
Hold, or Lower Deck (No. <u>1/2</u> ) double Angle, Tee, Paddle, or Bulb Iron .....			<u>3</u>		<u>3</u>	Flat of Upper Deck, thickness and material .....					
,, double or single Angle Iron on <u>top</u> edge .....			<u>3</u>		<u>3</u>	how fastened to Beams .....					
,, average space between .....			<u>3</u>		<u>3</u>	Ceiling betwixt Decks and in Hold, thickness and material .....					
Paddle, sided and moulded, thickness of Plate size of Angle Iron			<u>3</u>		<u>3</u>	Clamps or Spirketting ditto .....					
Engine "Goliath" .....			<u>14</u>		<u>9</u>	Stringer Plates on ends of Hold or Lower Deck Beams, breadth and thickness .....		<u>19</u>	<u>9</u>	<u>19</u>	<u>1 1/2</u>
Keelson, single or double plate, box, or intercostal			<u>15</u>		<u>9</u>	Stringer or Tie Plates fore and aft outside Hatchways, on Hold or Lower Deck Beams .....		<u>12</u>	<u>9</u>	<u>12</u>	<u>1 1/2</u>
Size of Plates .....			<u>3</u>		<u>3</u>	Stringers in Hold Double angle iron .....		<u>5</u>	<u>4</u>	<u>5</u>	<u>4 1/2</u>
Size of Angle Irons .....			<u>5</u>		<u>4</u>	Flat of Lower Deck, thickness and material .....		<u>5</u>	<u>4</u>	<u>5</u>	<u>4 1/2</u>
Side, single or double, plate, box, or intercostal			<u>5</u>		<u>4</u>	Main piece of Rudder, diameter at head .....		<u>5</u>	<u>2</u>	<u>5</u>	<u>3</u>
Bilge (No. <u>2</u> ) at each Bilge, single, or double, plate, or box .....			<u>5</u>		<u>4</u>	" " " at heel .....		<u>3</u>	<u>2</u>	<u>3</u>	

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

Knight-heads, and Hawse Timbers Teak & Oak

The Frames extend in one length from Keel to Gunwale or Hold

The reverse angle irons on the floors extend in one length across the middle line from Keel to Angle iron on Hold beam Stringer, and alternately to Upper deck.

" " " on the frames " " " from

Keelson, how are the various lengths of plates or angle irons connected? by occult steaks

Plates, Garboard, double or riveted to keel, double or

Edges from Garboards to upper part of bilge, worked clench, double or single riveted; with rivets (1 1/8 in.) diameter, averaging (3 1/4 ins.) apart.

Butts from Keel to turn of bilge, worked carvel with butt straps (10 1/2 - 11 1/2 thick), double or single riveted; with rivets (7/8 in.) diameter, averaging (3 1/2 ins.) apart.

Edges from bilge to sheerstrake, worked carvel with a lining piece thick, clench, double or single riveted; with rivets (3 1/2 in.) diameter, averaging (3 1/4 in.) apart.

Do the butt straps lap over and rivet through the lands of the stave below? No

Do the butt straps lap over and rivet through the lands of the stave below? No

Edges of Sheerstrake, double or single riveted? At upper edge Single At lower edge double

Butts from bilge to planksheer, worked carvel with butt straps (10 1/2 - 11 1/2 thick), double or single riveted; with rivets (7/8 in.) diameter, averaging (3 1/2 ins.) apart. Breadth of laps in double riveting (4 3/4) Breadth of laps in single riveting (4 1/8)

Butt Straps of Keelsons, Stringer and Tie Plates, double or single riveted?

Planksheer, how secured to the plating of the sides Explain by sketch } see midship section

Waterway " " " planksheer and to the Beams if necessary. } see midship section

Deck Beams, how secured to the side? Mallard knees riveted to Beams & Girders

Hold or Lower Deck ditto as as

Paddle " " " No. of breasthooks 5 crutches 6

What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.?

Manufacturer's name or trade mark H. & C. & Son's, Buckingham, Middlesex, Southwark Bridge, Plates

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

Builder's Signature Marshall Brothers Surveyor's Signature H. C. & Son's

Lloyd's Register Foundation

1204437A-0112

3683 Gron

**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

riveted edges and butts, and at least three and a quarter times the diameter of the rivets where single rivetting is admitted? Yes

Do the edges of the carvel work and of the butts fay close together throughout their length without requiring any making good of deficiencies.

Do the fillings between the ribs and plates fill in solid with single pieces? or are they in short lengths of various thicknesses? Long pieces

Do the holes for rivetting plate to frames, butt straps, or plate to plate, &c., conform well to each other? Glucially so 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

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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, shewing the number of Plates and Angle Irons, mode of rivetting, quality of Materials, and if stamped with Maker's name. Stockton Iron Co.

**She has SAILS.**

## CABLES, &c.

N <sup>o</sup> .		Fathoms.	Inches.	Tested Tons.	N <sup>o</sup> .	Weight. Tons.	Tested to. Tons.	
2	Fore Sails,	Chain	3000 178	5-2	Bowers, " Holmwood "	3	29 1/4	29.2.4
3	Fore Top Sails,	Hempen Stream Cable	75 1/8	15-1/2	" Rajah's	3	28 1/2	29.0.1
2	Fore Topmast Stay Sails,	Hawser			Stream, .....	1	11 1/2	10.3.2
2	Main Sails,	Towlines	90	9				
2	Main Top Sails, and other regular sails	Warp	90	5-1/2	Kedges, .....	2	5.2.0	5.2.0
		All <del>clear</del> quality	The coil of 5-					

Her Standing and Running Rigging Copper plate sufficient in size and new in quality.  
She has a Long Boat and 22 ft. the 10 feet and two of 32 ft. each.  
The present state of the Windlass is old Capstan iron and Rudder Copper plate Pumps Metal. Copper plate  
1 No

Order for Special Survey    DATES of Surveys held while building    1st. On the several parts of the frame, when in place, and before the plating was wrought  
 No. 1431. Date 29<sup>th</sup> Sept 1863    2nd. On the plating during the progress of rivetting  
 Order for Ordinary Survey    as per Section 18.    3rd. When the beams were in and fastened, and before the decks were laid  
 No.    Date    4th. When the ship was complete, and before the plating was finally coated  
 5th. After the ship was launched

State if she has a Spar Deck deckhouse Poop sun deck or Forecastle sun deck for Anchors

**General Remarks.** The measurement of this vessel by our Japanese clock is found to be 909 Tms, which is said to be greater than anticipated by 3 miles, the soundings being taken from the 800 Tm scale in accordance with special rules.

The 9<sup>th</sup> inst. - Bull-striaps in lieu of 9<sup>1/2</sup> to pair of molasses plates  
were sanctioned by James Lecoy of the 25<sup>th</sup> March instant  
consideration of the circumstances set forth in Brindley's letter  
the fibre of the iron being in the same direction as the plates.  
The thickness of Garboise steaks are thicker only one spec  
of frames from each other, to which the Brindley's account  
was called at the time, the mistake having arisen by  
taking the other plates in setting off the plates. The striaps  
in each 10" wide.

I inclose with this several Certificates of Cost of Chancery Cables  
and Anchors, which if admissible by the Admiralty  
will be in accordance with Table 22. The Chancery cost  
15/- per ton but reduced to 5/- per ton as per Table  
1<sup>1</sup>/<sub>11</sub> - 5-1<sup>2</sup>/10 Tons. - The increase of Turnage being sent by cable  
I beg to recommend this bill to the favorable notice of the Admiralty.

In what manner are the surfaces preserved from oxidation? Inside ~~the lead~~ <sup>the lead</sup>, & <sup>the</sup> <sup>lead</sup> <sup>is</sup> <sup>bottom</sup>

Ditto ditto Outside - do - of Roads painted-paint  
- figure - a globe as follows plate at

I am of opinion this Vessel should be Classed \_\_\_\_\_

The amount of the Fee £ 5/- is received by me,  
In Wm Special £ 4 12/-

Certificate (Required) *gratis.* £ : The size of stem, Stern post,

Committee's Minute 21st August 1871  
Kite, frames & glazing up  
etc.

Character assigned B / thru the rules to receive for good  
for my principles 2019 The Clerks

Character assigned - 10 / A smaller therefore the more  
and Com: Min: 1000 B would meet her obligation the  
H. Lloyd's Review

11 Aug 1814  
Received A / Wt  
Chain cable 110 ft in weight 1100  
lb