

3928 IRON SHIPS.

No. 9513 Survey held at North Shields Date July 9th 1864 to Jan 5th 1865
 on the Steamer "Hastings" Master Geo. Mc Intyre
 Tonnage under Register 535.23 Built at North Shields When built 1864 Launched 16th Nov 1864
 Ditto of poop - or spar deck - By whom built J & W Smith Owners R. W. Harris & Co
 Ditto of engine room 160.66 Port belonging to London Destined Voyage London
 Total Register tonnage 695.99
 If Surveyed while Building, Afloat, or in Dry Dock Special 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.	N ^o . of Decks
	200	-	28	-	16	6			90		1
Dimensions of Ship per Register, length <u>199</u> breadth <u>28.25</u> depth <u>16.0</u>											
Keel, if bar iron, depth and thickness	7 x 2 3/4		7 x 2 3/4								
Stem, if bar iron, moulding and thickness	8 3/4 x 4 3/4		7 x 5 1/2								
Stern-post, if bar iron, moulding and thickness	7 x 2 7/8		7 x 2 3/4								
Distance of Frames from moulding edge to moulding edge, all fore and aft	23		23								
Frames, Size of Angle Iron, single & double	4	3	7/16	4	3	7/16					
Floors, depth and thickness of Floor Plate at mid line	26	8/16	18 3/4	8/16							
Beams, Deck (N ^o . 25) double Angle Iron	7	7/16	7	7/16							
Hold, or Lower Deck (N ^o . 21) double Angle, Tee, Plate or Bulb Iron	7	7/16	7	7/16							
Keelson, single or double plate, box or intercostal	36	8/16	23 1/4	8/16							
Bilge (No. 1) at each Bilge, single or double plate, or box	4 1/2	3 1/2	7/16	4 1/2	3 1/2	7/16					

Plates in Garboard Strakes, breadth and thickness 30 10/16 30 10/16
 Ditto from Garboard to upper part of Bilges 9/16 9/16
 from upper part of Bilge to a perpendicular height from upper side of Keel of 3/4ths the entire depth of Hold 8/16 8/16
 from 3/4ths depth of Hold to lower edge of Sheerstrake 7/16 7/16
 Sheerstrake, breadth and thickness 30 11/16 30 11/16
 Butt Straps to outside plating, breadth and thickness 9 1/2 10 1/8 8 1/2 6 1/8
 Gunwale Plate or Stringer on ends of Upper Deck Beams, breadth and thickness 29 10/16 28 1/2 10/16
 Angle Iron on ditto 4 1/2 3 1/2 4 1/2 3 1/2
 Stringer or Tie Plates fore and aft, on Upper Deck Beams, outside Hatchways 10 3/4 8/16 10 1/2 8/16
 Diagonal Tie Plates on ditto 10 3/4 8/16 10 1/2 8/16
 Planksheer, materials and scantlings B.P.P. Pine 9x6
 Waterway ditto ditto 3 1/2 3 1/2
 Flat of Upper Deck, thickness and material 3 1/2 by nut & screw bolts
 Ceiling betwixt Decks and in Hold, thickness and material 2 1/2 8/16 2 1/2 8/16
 Clamps or Spirketting ditto 4 1/2 3 1/2 4 1/2 3 1/2
 Stringer Plates on ends of Hold or Lower Deck Beams, breadth and thickness 4 1/2 3 1/2 4 1/2 3 1/2
 Stringer or Tie Plates fore and aft outside Hatchways, on Hold or Lower Deck Beams 4 1/2 3 1/2 4 1/2 3 1/2
 Stringers in Hold 4 1/2 3 1/2 4 1/2 3 1/2
 Flat of Lower Deck, thickness and material 4 3/4 4 3/4
 Main piece of Rudder, diameter at head 3 x 2 3/4 2 3/4
 Bulkheads, N^o. 5 Thickness of 4 of 6/16 and 1 of 4/16 - 4 of 6/16
 Height up to decks by double frames
 how secured to the sides of the ship by double frames
 size of vertical angle irons 3 x 3 1/2 and their distance apart 30 ins
 The Frames extend in one length from Keel to gunwale rivetted through plates with (3/4 in.) rivets, about (6) apart.
 The reverse angle irons on the floors extend in one length across the middle line from Fore End to Aft End
 on the frames from below the keelson to above hold stringer & deck beams alternately
 Keelson, how are the various lengths of plates or angle irons connected? by butt straps
 Plates, Garboard, double rivetted to keel, double Painted at upper edge; with rivets (1 3/4 ins.) diameter, averaging (4 1/2 in.) apart.
 Edges from Garboards to upper part of bilge, worked clencher, double single rivetted; with rivets (3/4 in.) diameter, averaging (3 1/2 ins.) apart.
 Butts from Keel to turn of bilge, worked carvel with butt straps (9/8 & 9/8) thick, double single rivetted; with rivets (3/4 in.) diameter, averaging (3 1/2 ins.) apart. Do the butt straps lap over and rivet through the lands of the strake below? on alternate courses
 Edges from bilge to sheerstrake, worked carvel with a lining piece () thick, or clencher, double single rivetted; with rivets (3/4 in.) diameter, averaging (3 in.) apart. Do the butt straps lap over and rivet through the lands of the strake below? on alternate courses
 Edges of Sheerstrake, double or single rivetted? At upper edge single At lower edge double
 Butts from bilge to planksheers, worked carvel with butt straps (9/16 to 1/16) thick, double single rivetted; with rivets (3/4 in.) diameter, averaging (3 ins.) apart. Breadth of laps in double rivetting (4 1/2) Breadth of laps in single rivetting (2 1/2)
 Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted? double rivetted
 Planksheer, how secured to the plating of the sides Explain by sketch
 Waterway by nut and screw bolts
 Deck Beams, how secured to the side? By Bulb Iron knees welded to Beams & rivetted to frames
 Hold or Lower Deck ditto ditto
 Paddle No. of breasthooks 4 crutches 4
 What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.? Good
 Manufacturer's name or trade mark Consett & Consett
 We certify that the above is a correct description of the several particulars therein given.
 Builder's Signature J & W Smith Surveyor's Signature Wm. B. Davy

3928 Iron

Workmanship. Are the lands or laps of the clewwork 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

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? Solid with single

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 only

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.

N ^o .	She has SAILS.	CABLES, &c.	Type Public Test Tons.			ANCHORS, and their weights.	Type Public Test		
			Fathoms.	Inches.	Tested to.		N ^o .	Weight.	Tested to.
Six sails	Fore Sails,	Chain	270	1 1/2	34	Bowers,	3	16.3.0	18.0.2.14
	Fore Top Sails,	Hempen Stream Cable	60	1 3/16				16.3.0	18.0.2.14
	Fore Topmast Stay Sails,	Hawser	90	8 1/2		Stream,	1	7.0.4	14.0.0.16.1.1.0
	Main Sails,	Towlines	90	6 1/2		Kedges,	2	3.2.15	1.3.14
	Main Top Sails,	Warp							
and	All of <u>Good</u> quality.								

Her Standing and Running Rigging is wire & Hemp sufficient in size and Good in quality.

She has a Long Boat and a Skiff & a Jolly boat

The present state of the Windlass is Good Capstan 2 briches and Rudder Good Pumps 3 No & Donkey 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 } Special

No. 439 Surveys held 2nd. On the plating during the progress of rivetting } Survey

Date 10th May 1864 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 - Poop Raised Quarter Sk Forecastle

General Remarks,

This vessel is built with a double bottom and double frames. as per section accompanying this Report. a little alteration has been made from the arrangements first proposed for fore and aft stringer under Top of Tank which I have noted on the left side of section in Blue.

Memo.

Mid Sea Returned to N.W.C. Surveyors 20/1/64

See Note annexed

In what manner are the surfaces preserved from oxidation? Inside Red lead and Portland cement from keel to keel

Ditto ditto Outside Red lead

I am of opinion this Vessel should be Classed A1

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

Special£ 34 : 16 : :

Certificate (if required)£ : : : :

Will: B: Davey

Committee's Minute 17th January 1865

Character assigned B / (A+C.B)



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