

IRON SHIPS.

Rec 28/11/64

No. 2260 Survey held at Sunderland Date November 25th 1864
 on the Screw Steamer "Vitenhage" Master B. Starks

Tonnage under tonnage deck 974.15 Built at Sunderland When built 1864 Launched 17th Sep^r 1864

Ditto of ^{House} 12.46 spar deck 475.26 By whom built Mr J. P. Lacey Owners James Lacey & Co

Ditto of engine room 343.41 Total Register tonnage 1118.46 Port belonging to London Destined Voyage London & then to Cape of Good Hope
 Gross 1461.87 If Surveyed while Building, Afloat, or in Dry Dock While building

Length aloft 269.5 Extreme Breadth 32.5 Depth from top of Upper Deck Beam to top of Floor 25.0 Power of Engines 200 N^o. of Decks Three

(Dimensions of Ship per Register, length 269.5 breadth 32.5 depth 17.7)
Built on 1000 tons scale, compared with 1900 tons scale

	Inches in Ship	Inches required per Rule	Inches in Ship	Inches required per Rule	16ths required per Rule	16ths required per Rule
Keel, if bar iron, depth and thickness	9 x 3	8 x 3				
Stem, if bar iron, moulding and thickness	9 x 3	8 x 3				
Stern-post, if bar iron, moulding and thickness	11 x 5	10 x 5				
Distance of Frames from moulding edge to moulding edge, all fore and aft	24	23				
Frames, Size of Angle Iron, <u>single or double</u>	5	3	9	4 3/4	3	5
Floors, depth and thickness of Floor Plate at mid line	23 1/2	10	23 1/2	10		
Keelson, single or double plate, box, or intercostal	16	10			5	
Side, single or double, plate, box, or intercostal	14	10			5	
Bilge (No. <u>2</u>) at each Bilge, single, or double, plate, or box	12	0				
Plates in Garboard Strakes, breadth and thickness	30	13	30	13		
Sheerstrake, breadth and thickness	30	10	30	10		
Butt Straps to outside plating, breadth and thickness	13 1/2	9 1/2	13 1/2	9 1/2		
Gunwale Plate or Stringer on ends of Upper Deck Beams, breadth and thickness	40	10	35 1/2	10		
Stringer or Tie Plates fore and aft, on Upper Deck Beams, outside Hatchways	12	10	12	10		
Stringers in Hold	5 1/2	9	5 1/2	9		
Main piece of Rudder, diameter at head	6	6				

Transoms, material or, if none, in what manner compensated for
 Knight-heads, and Hawse Timbers Iron
 The Frames extend in one length from Keel to Guminals rivetted through plates with (7/16 in.) rivets, about (6 1/2) apart.

The reverse angle irons on the floors extend in one length across the middle line from Keel to Main Deck on every frame
 " " " on the frames " " " and to Spar Deck on the alternate frames

Keelson, how are the various lengths of plates or angle irons connected? Double angle irons at top and bottom

Plates, Garboard, double rivetted to keel, double at upper edge, with rivets (1/2 x 3/16 ins.) diameter, averaging (4 1/2 in.) apart.

Edges from Garboards to upper part of bilge, worked clencher, double rivetted; with rivets (7/16 in.) diameter, averaging (3 1/2 ins.) apart.
 Butts from Keel to turn of bilge, worked carvel with butt straps (1 1/2) thick, double rivetted; with rivets (7/16 in.) diameter, averaging (3 1/2 ins.) apart. Do the butt straps lap over and rivet through the lands of the strake below? No

Edges from bilge to sheerstrake, worked carvel with a lining piece () thick, or clencher, double rivetted; with rivets (7/16 in.) diameter, averaging (3 1/2 in.) apart. Do the butt straps lap over and rivet through the lands of the strake below? No

Edges of Sheerstrake, double rivetted? At upper edge and At lower edge also

Butts from bilge to planksheers, worked carvel with butt straps (1 1/2) thick, double rivetted; with rivets (7/16 in.) diameter, averaging (3 1/2 ins.) apart. Breadth of laps in double rivetting (6 1/2) Breadth of laps in single rivetting ()

Butt Straps of Keelsons, Stringer and Tie Plates, double rivetted?
 Planksheer, how secured to the plating of the sides { Explain by sketch } See sketch beneath
 Waterway " " planksheer and to the Beams { if necessary. }

Deck Beams, how secured to the side? Turned down & rivetted to frames
 Hold or Lower Deck ditto ditto

Paddle " " No. of breasthooks 14 crutches Four

What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.? See sketch beneath
 Manufacturer's name or trade mark Lock McLean Bell, New & Monmouth, Sever and New: Hopkins & Co

We certify that the above is a correct description of the several particulars therein given.
 Builder's Signature James Lacey Surveyor's Signature James Lawrence

IRON 438-0091

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

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 pieces

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? No. Chain rivetted throughout

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.

Fore & Mainmast and Bowsprit of iron. Stamped "Best" "Perrett Iron Co." Edges and butts rivetted. Butts double etc.

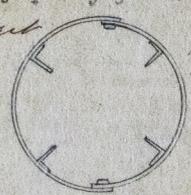


plate $4\frac{1}{16}$ & $5\frac{1}{16}$
Angles $4 \times 3 \times 7\frac{1}{16}$

Testing certificates of the Chains and Anchors signed by Mr John Thompson have been produced, dated 24th 30th 31st respectively

SAILS.		CABLES, &c.			ANCHORS, and their weights. Inclusive of stock		
No.		Fathoms.	Inches.	Tested to Tons.	No.	Weight.	Tested to Tons.
<u>The</u>	Fore Sails,	Chain	300	$1\frac{1}{16}$	Bowers, <u>Stoutman's</u>	1	32-3-0
<u>full</u>	Fore Top Sails,	Hempen Stream Cable	90	$10\frac{1}{2}$	<u>Rodgers'</u>	1	31-3-2
<u>sail</u>	Fore Topmast Stay Sails,	Hawser <u>Chain</u>	90	1		1	32-3-1
	Main Sails,	Towlines			Stream,	1	12-0-0
<u>✓</u>	Main Top Sails,	Warp	90	8			
and		All of <u>good</u> quality.	90	$7\frac{1}{16}$	Kedges,	1	6-0-22
			90	5		1	3-1-0

Her Standing and Running Rigging of nice dry sufficient in size and good in quality.

She has One Long Boat and five others

The present state of the Windlass is Good Capstans Good and Rudder Good Pumps Two in each compartment

Order for Special Survey No. 1521 Date March 17/61 DATES of Surveys held while building as per Section 18.

1st. On the several parts of the frame, when in place, and before the plating was wrought Built under special survey from March 19 1860

2nd. On the plating during the progress of rivetting to the present date

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

State if she has a Spar Deck Yes Poop Yes or Forecastle Yes?

General Remarks,

Spar deck. Beams built iron $6 \times 4\frac{1}{16}$ - 4" apart. Double angle iron on upper edge $2\frac{1}{2} \times 2\frac{1}{4} \times 5\frac{1}{16}$. Stronger plate on beam ends $23 \times 8\frac{1}{16}$. Angle iron of ditto $4 \times 3 \times 7\frac{1}{16}$. Six plates on each side of hatchways $9\frac{1}{4} \times 8\frac{1}{16}$. Five pairs of diagonal ditto $9\frac{1}{4} \times 8\frac{1}{16}$. Outside plating, to sheerside, $\frac{1}{16}$ thick and sheerside, $\frac{3}{16}$ thick. Edges and butts of ditto double rivetted throughout with $\frac{3}{4}$ rivets $2\frac{1}{2}$ apart.

The thicknesses of the Spar Main decks have been revised - the Spar deck being 4" thick and the other $3\frac{1}{2}$ " thick.

The ship has a double bottom fitted, extending from the Foremast to after Bulkhead, on a length of 268 feet. The plates at the side of ship are $\frac{1}{16}$ thick, and remainder of inner bottom $\frac{1}{16}$ thick. A doubling strake is wrought in way of the flange plate connected to the side $20 \times 12\frac{1}{16}$ extending along the whole length of double bottom, in accordance with requirements contained in the Secretary's letter of the 21st April 1864.

A Forecastle and Houses on deck for accommodation of Passengers and Crew are erected contrary to the rules for Spar decked ships, the therefore respectfully leave the claims of this ship for classification to the consideration of the Committee.

In what manner are the surfaces preserved from oxidation? Inside Painted with red lead Outside Two coats of red lead & Perceval's composition

I am of opinion this Vessel should be Classed _____

The amount of the Fee £ 5 : 0 : 0 is received by me,
Nov 1861 Special £ 13 : 1 : 0
Certificate (if required) £ : : "

Thomas Lawrence
J. J. Martell
Comptroller

Committee's Minute 29th November 1861

Character assigned _____

This Spar decked ship was originally intended to be built as a full rigged ship, but has been constructed in the shape of a Forecastle in accordance with the requirements of the Act of 1860. We are unable to give more than the above information.