

IRON SHIPS.

Rec 28/11/64

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

Tonnage under tonnage deck 974.15 Built at Swindon 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 Port belonging to London Destined Voyage London & back
Total Register tonnage 1118.42 Gross 1461.87 If Surveyed while Building, Afloat, or in Dry Dock Whilst 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
269.5			32.5			25.0			200		Three
(Dimensions of Ship per Register, length 269.5 breadth 32.5 depth 17.7)											
<i>Built on 1000 tons scale, compared with 1900 tons scale</i>											
Keel, if bar iron, depth and thickness											
" if plate iron, breadth and thickness											
Stem, if bar iron, moulding and thickness											
" if plate iron, breadth and thickness											
Stern-post, if bar iron, moulding and thickness											
" if plate iron, breadth and thickness											
Distance of Frames from moulding edge to moulding edge, all fore and aft											
Frames, Size of Angle Iron, single or double											
on upper side of keel, and to every frame											
to Main Deck at every alternate frame											
Floors, depth and thickness of Floor Plate at mid line											
" Ditto ditto at Bilge Keelson											
" Size of Reversed Angle Iron, and No. of Plates at top of Floor Plate											
Beams, Deck (N ^o . 5 & 6) double Angle Iron, Plate, Tee, or Bulb Iron											
" " double or single Angle Iron, on upper edge											
" " average space between alternate frames											
" Hold, or Lower Deck (N ^o . 44) double Angle, Tee, Plate, or Bulb Iron											
" " double or single Angle Iron, on upper edge											
" " average space between alternate frames											
" Paddle, sided and moulded, thickness of Plate size of Angle Iron											
" Engine " " " " " "											
Keelson, single or double plate, box, or intercostal											
" Size of Plates											
" Size of Angle Irons											
" Side, single or double, plate, box, or intercostal											
" Bilge (N ^o . 2) at each Bilge, single, or double, plate, or box											
Transoms, material or, if none, in what manner compensated for											
Knight-heads, and Hawse Timbers											
The Frames extend in one length from											
The reverse angle irons on the floors extend in one length across the middle line from											
" " " on the frames " " " " " "											
Keelson, how are the various lengths of plates or angle irons connected?											
Plates, Garboard, double or rivetted to keel, double or at upper edge, with rivets (1/2 x 3/4 ins.) diameter, averaging (3 1/2 ins.) apart.											
" Edges from Garboards to upper part of bilge, worked clencher, double or single rivetted; with rivets (7/8 in.) diameter, averaging (3 1/2 ins.) apart.											
" Butts from Keel to turn of bilge, worked carvel with butt straps (1 1/2 x 1/2) thick, double or single rivetted; with rivets (7/8 in.) diameter, averaging (3 1/2 ins.) apart.											
" Edges from bilge to sheerstrake, worked carvel with a lining piece () thick, or clencher, double or single rivetted; with rivets (7/8 in.) diameter, averaging (3 1/2 in.) apart.											
" Edges of Sheerstrake, double or single rivetted? At upper edge and At lower edge also											
" Butts from bilge to planksheers, worked carvel with butt straps (1 1/2 x 1/2) thick, double or single rivetted; with rivets (7/8 in.) diameter, averaging (3 1/2 ins.) apart. Breadth of laps in double rivetting (6 in.) Breadth of laps in single rivetting ()											
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											
Deck Beams, how secured to the side?											
Hold or Lower Deck ditto											
Paddle " " " " " "											
No. of breasthooks											
crutches											
What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.?											
Manufacturer's name or trade mark											

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

Builder's Signature

Surveyor's Signature

IRON438-0091

Her Masts, Bowspit, 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 Bowspit are constructed, showing the number of Plates and Angle Irons, mode of rivetting, quality of Materials, and if stamped with Maker's name.

plates $6\frac{1}{2}$ " & $5\frac{1}{2}$ "
angles $4" \times 3" \times 7\frac{1}{2}"$

Testing all types of the
Chains and Anchors
used by Mr. Geo. Thompson
have been provided,
dated Sept 30th 18th respectively.

CABLES, &c.

ANCHORS, and their weights. *Inclusive of Stock*

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

She has One Long Boat and five others
The present state of the Windlass is Good Capstan Good and Rudder Good Pumps Good in each compartment

State if she has a Spar Deck Yes ~~Peep~~ or Forecastle Yes

Spar deck. Beams. Bulb iron $6 \times \frac{1}{8}$ - 4" apart. Double angle iron on upper edge $2\frac{1}{4} \times 2\frac{1}{4} \times \frac{5}{16}$. Stringer plate on beam ends $23 \times \frac{5}{16}$. Angle iron to deck $4 \times 3 \times \frac{1}{16}$. Tie plate on each side of hatchways $9\frac{1}{4} \times \frac{5}{16}$. Five pairs of diagonal tie $9\frac{1}{4} \times \frac{5}{16}$. Outside plating, to sheerside, $\frac{1}{16}$ thick and sheerside, $\frac{32}{16} \times \frac{1}{16}$ thick. Edges and bulbs of deck double riveted through with $\frac{3}{4}$ rivets $2\frac{1}{2}$ apart.

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

This ship has a double bottom fitted, extending from the foremast to after 1st mizzenmast, on a length of 268 feet. The plates at the side of ship are $\frac{9}{16}$ thick, and remainder of inner bottom $\frac{1}{16}$ thick. A doubling stroke is wrought in way of the flange plate connected to the side $20'' \times 1\frac{1}{2}''$ extending along the whole length of double bottom, in accordance with requirements contained in the Secretary's letter of the 21st April 1884.

A Forecastle and Houses on Deck for accommodation of Passengers and Crew are erected contrary to the Rules for Spar Decked ships, ^{as shown in accompanying sketch.} We therefore respectfully leave the claims of this ship's Classification to the consideration of the Committee.

I am of opinion this Vessel should be Classed

Special£ 73: 1: 0

Certificate (if required) £ 1 : " : "

Committee's Minute 20th November 1861

Character assigned

Thomas Lawrence

Simp. Martell
Lanc. 1840

This I have checked at least
originally intended to Claps
but have directions in the
shape of houses and a few cast
in a clayton such being at present
with the new construction that being
we are unable to express more than in Claps
20th Nov 1841