

IRON SHIPS.

Rev 30/1/65

No. 9527 Survey held at Newcastle Date 25 Sept 1865
 on the vessel "Sawfield" Master John Brown
 Tonnage Gross 459.30 Engine Room 172.13 Register 577.17 Built at Newcastle
 When Built 1844 Launched 14 Dec 1847 By whom built Palmer & Co
 Owners John Brown Port belonging to Newcastle Destined Voyage Newcastle
 Surveyed Afloat or in Dry Dock and while building

Length aloft 90 Feet. Inches. Extreme Breadth.... 28 Feet. Inches. Depth from top of Upper Deck } Feet. Inches. Beam to top of Floor..... } 17 Feet. Inches. Power of Engines.... 95 Horse.

Description	Inches in Ships.		Inches required per Rule.		Description of Iron.	Inches in Ship.	16ths. required per Rule.	Inches in Ship.	16ths. required per Rule.
	Inches	16ths	Inches	16ths					
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	<u>21</u>		<u>21</u>		Stem, if bar iron, moulding and thickness	<u>7</u>	<u>2 3/4</u>	<u>4 1/2</u>	<u>2 3/4</u>
Stem, if bar iron, moulding and thickness					if plate iron, breadth and thickness				
Stern-post, if bar iron, moulding and thickness	<u>8</u>		<u>8</u>		Keel, if bar iron, moulding and thickness	<u>8</u>	<u>5</u>	<u>4 1/2</u>	<u>5 1/2</u>
Keel, if bar iron, moulding and thickness					if plate iron, breadth and thickness				
Garboard Plates, Breadth and thickness	<u>17 1/2</u>	<u>7/16</u>	<u>17 1/2</u>	<u>7/16</u>	From Garboard to upper part of Bilge	<u>4</u>	<u>2 1/2</u>	<u>4 1/2</u>	<u>2 1/2</u>
From Garboard to upper part of Bilge	<u>8</u>	<u>7/16</u>	<u>4 1/2</u>	<u>7/16</u>	From upper part of Bilge to Sheerstrakes	<u>4</u>	<u>2 1/2</u>	<u>4 1/2</u>	<u>2 1/2</u>
From upper part of Bilge to Sheerstrakes	<u>3</u>	<u>3</u>	<u>4 1/2</u>	<u>3/4</u>	Sheerstrakes, Breadth and thickness	<u>3</u>	<u>7/16</u>	<u>5</u>	<u>7/16</u>
Sheerstrakes, Breadth and thickness	<u>4</u>	<u>3</u>	<u>7/16</u>	<u>5</u>	Butt Straps to outside plating, Breadth and thickness	<u>8 1/2</u>	<u>6</u>	<u>7 1/2</u>	<u>10 1/2</u>
Butt Straps to outside plating, Breadth and thickness	<u>3</u>	<u>3</u>	<u>5/16</u>	<u>2 1/2</u>	Planksheers	<u>1 1/4</u>			
Planksheers	<u>4</u>	<u>7/16</u>	<u>4</u>	<u>7/16</u>	Gunwale Plate or Stringer on ends of Up. Dk Beams	<u>2 1/4</u>	<u>3/16</u>	<u>2 1/4</u>	<u>5/16</u>
Gunwale Plate or Stringer on ends of Up. Dk Beams	<u>2 1/2</u>	<u>2 1/2</u>	<u>5/16</u>	<u>2 1/2</u>	Angle Iron on ditto	<u>4 1/2</u>	<u>3 1/2</u>	<u>4 1/2</u>	<u>3 1/2</u>
Angle Iron on ditto	<u>2 1/2</u>	<u>2 1/2</u>	<u>5/16</u>	<u>2 1/2</u>	Diagonal Tie Plates on Beams	<u>12</u>	<u>7/16</u>	<u>10 1/2</u>	<u>5/16</u>
Diagonal Tie Plates on Beams	<u>3 1/2</u>		<u>3 1/2</u>		Waterway	<u>12</u>	<u>4</u>	<u>1</u>	
Waterway	<u>4</u>	<u>7/16</u>	<u>4</u>	<u>7/16</u>	Deck	<u>1 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>	
Deck	<u>2 1/2</u>	<u>2 1/2</u>	<u>5/16</u>	<u>2 1/2</u>	Ceiling in Hold	<u>1</u>	<u>3 1/2</u>	<u>3 1/2</u>	
Ceiling in Hold	<u>2 1/2</u>	<u>2 1/2</u>	<u>5/16</u>	<u>2 1/2</u>	Ceiling betwixt Decks				
Ceiling betwixt Decks	<u>2 1/2</u>	<u>2 1/2</u>	<u>5/16</u>	<u>2 1/2</u>	Beam Clamps or Spirketting				
Beam Clamps or Spirketting	<u>2 1/2</u>	<u>2 1/2</u>	<u>5/16</u>	<u>2 1/2</u>	Shelf				
Shelf	<u>2 1/2</u>	<u>2 1/2</u>	<u>5/16</u>	<u>2 1/2</u>	Stringer Plates on ends of Hold or Lower Dk Beams	<u>2 1/4</u>	<u>3/16</u>	<u>2 1/4</u>	<u>5/16</u>
Stringer Plates on ends of Hold or Lower Dk Beams	<u>2 1/2</u>	<u>2 1/2</u>	<u>5/16</u>	<u>2 1/2</u>	Ceiling between Decks	<u>12</u>	<u>7/16</u>	<u>10 1/2</u>	<u>5/16</u>
Ceiling between Decks	<u>2 1/2</u>	<u>2 1/2</u>	<u>5/16</u>	<u>2 1/2</u>	Stringer or Tie Plates outside Hatchways	<u>12</u>	<u>7/16</u>	<u>10 1/2</u>	<u>5/16</u>
Stringer or Tie Plates outside Hatchways	<u>2 1/2</u>	<u>2 1/2</u>	<u>5/16</u>	<u>2 1/2</u>	Deck Beam Clamps or Spirketting	<u>4 1/2</u>	<u>3 1/2</u>	<u>4 1/2</u>	<u>3 1/2</u>
Deck Beam Clamps or Spirketting	<u>2 1/2</u>	<u>2 1/2</u>	<u>5/16</u>	<u>2 1/2</u>	Shelf				
Shelf	<u>2 1/2</u>	<u>2 1/2</u>	<u>5/16</u>	<u>2 1/2</u>	Stringers in Hold	<u>4 1/2</u>	<u>3 1/2</u>	<u>4 1/2</u>	<u>3 1/2</u>
Stringers in Hold	<u>2 1/2</u>	<u>2 1/2</u>	<u>5/16</u>	<u>2 1/2</u>	Deck, Lower				
Deck, Lower	<u>2 1/2</u>	<u>2 1/2</u>	<u>5/16</u>	<u>2 1/2</u>	Deck, Upper, how fastened to Beams				
Deck, Upper, how fastened to Beams	<u>2 1/2</u>	<u>2 1/2</u>	<u>5/16</u>	<u>2 1/2</u>	Bulkheads, N°				
Bulkheads, N°	<u>2 1/2</u>	<u>2 1/2</u>	<u>5/16</u>	<u>2 1/2</u>	Thickness of				
Thickness of	<u>2 1/2</u>	<u>2 1/2</u>	<u>5/16</u>	<u>2 1/2</u>	how secured to the sides of the ship				
how secured to the sides of the ship	<u>2 1/2</u>	<u>2 1/2</u>	<u>5/16</u>	<u>2 1/2</u>	after the keel with keel or angle iron				
after the keel with keel or angle iron	<u>2 1/2</u>	<u>2 1/2</u>	<u>5/16</u>	<u>2 1/2</u>	size of vertical angle iron and their distance apart				
size of vertical angle iron and their distance apart	<u>2 1/2</u>	<u>2 1/2</u>	<u>5/16</u>	<u>2 1/2</u>					

The Frames or Ribs extend in one length from Keel to gunwale rivetted through plates with (3/4 in.) rivets, about (1) apart.
 The reverse angle irons on the floors extend in one length across the middle line from Keel to gunwale rivetted through plates with (3/4 in.) rivets, about (1) apart.
 Keelson, how are the various lengths of plates or angle irons connected? by butt straps
 Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets (1/2 in.) diameter averaging (4 in.) from centre to centre of rivet.
 Edges from Garboards to upper part of bilge, worked carvel with a lining piece (1/8 in.) thick, or clencher, double or single rivetted; rivets (3/4 in.) diameter, averaging (3 in.) 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 in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? Yes
 Edges from bilge to sheerstrake, worked carvel with a lining piece (1/8) 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? Yes
 Edge of Sheerstrake, double or single rivetted? Double
 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 in.) from centre to centre of rivets. 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?
 Planksheer, how secured to the plating of the sides } Explain by sketch } Bolts to stringer and
 Waterway " " planksheer and to the Beams } if necessary. } shale plating
 Deck Beams, how secured to the side? Welded keels rivetted to beams
 Hold or Lower Deck " do
 Paddle " " do
 No. of breasthooks 4 crutches 5 how are pointers compensated?
 What description of iron is used for the angle iron and plate iron in the vessel?
 Angle iron stamped H. C. & Co. and L. W. & B. Walker
 Plates stamped Palmer & Co. Newcastle
 Builder's Signature Wm. C. Leland
 Lloyd's Register
 For Palmer & Co.

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Workmanship. Are the lands or laps of the clenchwork in all cases in breadth at least five times the diameter of the rivets in double rivetted 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 of deficiencies? Little short
Do the fillings between the ribs and plates fill in solid with single pieces, or are they in short lengths of various thicknesses? Long lengths
Do the holes for rivetting plate to frames, lining pieces, or plate to plate, &c., conform well to each other? Generally so and are the rivets well and sufficiently countersunk in the outer plate? Generally so
Are there any rivets which either break into or have been put through the seams or butts of the plating? None

Her Masts, Yards, &c., are in good condition, and sufficient in size and length.

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.		
N ^o .		Fathoms.	Inches.	N ^o .	weig	
<u>She</u>	Fore Sails,	<u>Numbered</u> <u>Lloyds Type B. 22.12.64</u> Chain .. <u>Barf. No. 373</u>	<u>240</u>	<u>1 1/4</u>	<u>Numbered</u> <u>Lloyds Type "12 N. 23.12.64"</u> Bower, .. <u>12 E. 23.12.64</u> <u>12 E. 23.12.64</u>	<u>2.0</u>
<u>Complete</u>	Fore Top Sails,	Hempen Stream Cable	<u>90</u>	<u>4</u>	Stream,	<u>4.3.2</u>
<u>Seal</u>	Fore Topmast Stay Sails,	Hawser	<u>90</u>	<u>4</u>	Kedge,	<u>4.0</u>
	Main Sails,	Towlines	<u>90</u>	<u>8</u>		<u>2.0</u>
	Main Top Sails,	Warp	<u>90</u>	<u>5</u>		
	and -	All of <u>best</u> quality.	<u>90</u>	<u>4</u>		

Her Standing and Running Rigging Complete sufficient in size and good in quality.

She has a life boat Long Boat and Cutter 2 feet 2 1/2 in

The present state of the Windlass is Complete Capstan She and Rudder Complete Pumps 2 Hand pumps
2 Engine pumps

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

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

The lumber holsons in this vessel extends for about 1/2 feet; and it is similar in every respect, to some other vessels built by the same firm, and classed A.

In what manner are the surfaces preserved from oxidation? Red lead and asphalt in bottom

I am of opinion this Vessel should be classed A.1.

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

Jan 31st Special £ 37: 19: "
Certificate (if required) £ " : " : "

Committee's Minute 31st January 1855 been compared by Mr Luke with the old O.A. grade, and it will be seen that

Character assigned A.1.
are rather less than these requirements.
She appears to be similar to the "Medo"
in all respects, and by some owners
for some owners, which vessel is classed
as this is recommended

Mr. J. Stewart, Secy, 44th East London St., E.C.