

# 3961 IRON SHIPS.

Run 9/2/65

No. 2417 Survey held at Middlesbro Date First 12th July 1864 to 18th July 1865

on the Screw Steamer "Charente" Master [Signature]

Tonnage under tonnage deck 360.05 Built at Middlesbro When built 1865 Launched 26th Jan'y 1865

Ditto of poop 24.55 or spar deck 345.40 By whom built Backhouse & Dyson Owners Ryder & Co

Ditto of engine room 70.72 Total Register tonnage 324.60 Port belonging to London Destined Voyage France

If Surveyed while Building, Afloat, or in Dry Dock 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	Horse.	No. of Decks	
Length aloft	165	5	Extreme Breadth	23	7	Depth from top of Upper Deck Beam to top of Floor	12	6	Power of Engines	60	No. of Decks	One
<i>(Dimensions of Ship per Register, length 165.4 breadth 23.7 depth 12.6)</i>												
Keel, if bar iron, depth and thickness	Inches in Ship.		Inches required per Rule.		Plates in Garboard Strakes, breadth and thickness		Inches. In Ship.	16ths. In Ship.	Inches. required per Rule.	16ths. required per Rule.		
Keel, if bar iron, depth and thickness	6 1/2 x 2 1/4		6 1/2 x 2 1/4		24		9/16	24	9/16			
Keel, if plate iron, breadth and thickness	6 1/2 x 2 1/4		6 1/2 x 2 1/4		Ditto from Garboard to upper part of Bilges		8/16		8/16			
Stem, if bar iron, moulding and thickness	6 1/2 x 2 1/4		6 1/2 x 2 1/4		Ditto from upper part of Bilge to a perpendicular height from upper side of Keel of 3/4ths the entire depth of Hold		7/16		7/16			
Stem, if plate iron, breadth and thickness	6 1/2 x 4 1/2		6 1/2 x 4 1/2		Ditto from 3/4ths depth of Hold to lower edge of Sheerstrake		6/16		6/16			
Stern-post, if bar iron, moulding and thickness	21		21		Ditto Sheerstrake, breadth and thickness		24	10/16	24	8/16		
Stern-post, if plate iron, breadth and thickness	21		21		Butt Straps to outside plating, breadth and thickness		9 1/2	9/16	8 1/4	7 1/2		
Distance of Frames from moulding edge to moulding edge, all fore and aft	21		21		Gunwale Plate or Stringer on ends of Upper Deck Beams, breadth and thickness		24	9/16	24	7/16		
Frames, Size of Angle Iron, single or double	Inches. In Ship.	Inches. In Ship.	16ths. In Ship.	Inches. required per Rule.	Inches. required per Rule.	16ths. required per Rule.						
Frames, Size of Angle Iron, single or double	3 1/2	2 1/2	6/16	3 1/4	2 3/4	6/16						
Frames, Reversed Iron, if to every frame or every other frame	2 1/2	2 1/2	5/16	2 1/2	2 1/2	5/16						
Floors, depth and thickness of Floor Plate at mid line	15	+	7/16	15	+	7/16						
Ditto ditto at Bilge Keelson	10 1/2	+	7/16	7	+	7/16						
Size of Reversed Angle Iron, and No. one at top of Floor Plate	2 1/2	2 1/2	5/16	2 1/2	2 1/2	5/16						
Beams, Deck (No. 49) double Angle Iron, Plate, Tee, or Bulb Iron	6	+	6/16	6	+	6/16						
Beams, double or single Angle Iron, on edge	2 1/2	2	5/16	2 1/2	2	5/16						
Beams, average space between	3 ft 6 in		3 ft 6 in									
Hold, or Lower Deck (No. ) double Angle, Tee, Plate, or Bulb Iron	See Stringer on the other side											
Hold, double or single Angle Iron on edge	See Stringer on the other side											
Hold, average space between	See Stringer on the other side											
Paddle, sided and moulded, thickness of Plate size of Angle Iron	See Stringer on the other side											
Keelson, single or double plate, box, or intercostal	See Stringer on the other side											
Size of Plates	10 3/4	+	9/16	10	+	9/16						
Size of Angle Irons	3 1/2	3	6/16	3 1/2	3	6/16						
Side, single or double, plate, box, or intercostal	See Stringer on the other side											
Bilge (No. One) at each Bilge, single, or double, plate, or box	3 1/2	3	6/16	3 1/2	3	6/16						
Transoms, material or, if none, in what manner compensated for.	Double angle iron											
Knight-heads, and Hawse Timbers	Blocks, 9. 1/2											
The Frames extend in one length from	Keel to Gunwale		rivetted through plates with (3/4 in.) rivets, about (6 in.) apart.									
The reverse angle irons on the floors extend in one length across the middle line from	bilge to bilge		on alternate frames									
Keelson, how are the various lengths of plates or angle irons connected?	Butts of plates & angle irons shifted & strapped together											
Plates, Garboard, double or rivetted to keel, double or at upper edge, with rivets (1 ins.) diameter, averaging (3 1/2 in.) apart.												
Edges from Garboards to upper part of bilge, worked clencher, double or single rivetted; with rivets (3/4 in.) diameter, averaging (2 3/4 ins.) apart.												
Butts from Keel to turn of bilge, worked carvel with butt straps (9 1/2 x 9/16) thick, double or single rivetted; with rivets (3/4 in.) diameter, averaging (2 3/4 ins.) apart.	Do the butt straps lap over and rivet through the lands of the strake below? <u>no</u>											
Edges from bilge to sheerstrake, worked carvel with a lining piece ( ) thick, or clencher, double or single rivetted; with rivets (3/4 in.) diameter, averaging (2 3/4 in.) apart.	Do the butt straps lap over and rivet through the lands of the strake below? <u>no</u>											
Edges of Sheerstrake, double or single rivetted? At upper edge <u>single to bulwark</u> At lower edge <u>Double</u>												
Butts from bilge to planksheers, worked carvel with butt straps (9 1/2 x 9/16) thick, double or single rivetted; with rivets (3/4 in.) diameter, averaging (2 3/4 ins.) apart. Breadth of laps in double rivetting (4 1/2) Breadth of laps in single rivetting (2 3/4)												
Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted?	<u>Double</u>											
Planksheer, how secured to the plating of the sides	Explain by sketch											
Waterway " " planksheer and to the Beams	Gutter											
Deck Beams, how secured to the side?	Beam ends turned & pieces welded											
Hold or Lower Deck ditto	None see stringers											
Paddle " " "	No. of breasthooks <u>Four</u> crutches <u>Two</u>											
What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.?	<u>Good</u>											
Manufacturer's name or trade mark	<u>By Hopkins &amp; Co. St. Pierre Iron Works, Bolton &amp; Vaughan</u>											
We certify that the above is a correct description of the several particulars therein given.												
Builder's Signature	<u>Backhouse &amp; Dyson</u>					Surveyor's Signature	<u>S. W. Gledhill</u>					

3961 Iron

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? They do

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

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? All through

Are there any rivets which either break into or have been put through the seams or butts of the plating? A few in butts

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.

*At the bottom machine below*  
*Exp. Heads*  
*Superintendent*  
*Logan*

She has SAILS.

CABLES, &c.

ANCHORS, and their weights.

		Fathoms.	Inches	Tested to Tons.		No.	Weight.	Tested to Tons.
Fore Sails,	Chain .....	210	1 7/8	22.15	Bowers, <u>Rodgers Patent</u>	3	10.2.10	12.11
Fore Top Sails,	Hempen Stream Cable .....	90	10/16				10.2.0	12.0.
Fore Topmast Stay Sails,	Hawser .....	140	1 5/8				18.1.16	10.10.
Main Sails,	Towlines .....	90	7		Stream, .....	1	4.3.21	
Main Top Sails,	Warp .....	190	3 1/2		Kedges, .....	1	42.2.5	
and	All of <u>Good</u> quality.							

*One study of good sails.*

Her Standing and Running Rigging More than sufficient in size and Good in quality.

She has One life boat Long Boat and Yolly Do

The present state of the Windlass is 2 Oak Capstan Two Wrenches and Rudder Good Pumps Two of Iron

Order for Special Survey DATES of

No. 200 Surveys held

Date 3rd Aug 1864 while building

Order for Ordinary Survey as per

No. \_\_\_\_\_ Section 18.

Date \_\_\_\_\_

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 Special Survey

3rd. When the beams were in and fastened, and before the decks were laid Seen once each week

4th. When the ship was complete, and before the plating was finally coated during the progress of building

5th. After the ship was launched

State if she has a Spar Deck \_\_\_\_\_ Poop \_\_\_\_\_ or Forecastle \_\_\_\_\_

General Remarks, Has a short poop, about 16 ft. in length before the stem post frames carried up. Beams single angle Irons 3+3+7/16ths. Plating 5/16ths. Single rivetted at edges double at butts with 5/10 rivets. Plating of deck 1/4. Pine waterways. 4 1/2 x 9 R. Pine & G. Oak

As additional longitudinal strengthening, main sheerstrakes increased to 10/16ths in thickness for three fourths the vessels length. Gunwale stringer to 9/16ths for half the length. Bulk plates fitted between bulge keelson angle Irons for half the length 6+6/16ths. See Secretarys letter of the 1st August 1864

Bulk plates fitted outside shell plating at bulges 6+6/16 between double angle Irons 3+3+6/16 in length about 80ft. to prevent rolling.

In lieu of hold beams double angle Irons fitted to reverse bars of frame with a hull plate between 6+6/16 all fore & aft about 6ft. below deck beams.

Bachmann & Dixon.

In what manner are the surfaces preserved from oxidation? Inside Plat of lead cemented other parts coated with  
Ditto ditto Outside With paint & black varnish

I am of opinion this Vessel should be Classed A 1  
The amount of the Fee .....£ 4 : 0 : 0 is received by me,  
Feb 1865 Special .....£ 19 : 15 : 0  
Certificate (if required) .....£ : :

Committee's Minute 10th February 1865

Character assigned A 1  
(A.C.P.)

S. P. G. L. W. Stone  
See one in the above recommendations  
9th Feb 1865  
J. R.  
Lloyd's Register Foundation