

IRON SHIPS.

No. 2417 Survey held at Middlesbrough Date First 12th July 1864 to 18th Feb 1865
 on the Screw Steamer "Charente" Master Py de Ne
 Tonnage under tonnage deck 360. 05 Built at Middlesbrough When built 1865 Launched 26th Jan 1865
 Ditto of poop or spar deck 24. 55 By whom built Backhouse & Dyer Owners Py de Ne
 Ditto of engine room 345. 40 Port belonging to London Destined Voyage France
 Total Register tonnage 324. 60
 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
165	5		23	7		12	6		60		One

(Dimensions of Ship per Register, length 165.4 breadth 23.7 depth 12.6)

	Inches in Ship.	Inches required per Rule.		Inches in Ship.	Inches required per Rule.
Keel, if bar iron, depth and thickness.....	6 1/2 x 2 1/4	6 1/2 x 2 1/4	Plates in Garboard Strakes, breadth and thickness.....	24	9 1/16
„ 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 1/16	8 1/16
Stem, if bar iron, moulding and thickness....	6 1/2 x 2 1/4	6 1/2 x 2 1/4	„ from upper part of Bilge to a perpendicular height from upper side of Keel of 3/4ths the entire depth of Hold.....	7 1/16	7 1/16
„ if plate iron, breadth and thickness....	6 1/2 x 4 1/2	6 1/2 x 4 1/2	„ from 3/4ths depth of Hold to lower edge of Sheerstrake.....	6 1/16	6 1/16
Stern-post, if bar iron, moulding and thickness			„ Sheerstrake, breadth and thickness....	24	10 1/16
„ if plate iron, breadth and thickness			Butt Straps to outside plating, breadth and thickness.....	9 1/2	9 1/16
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 1/16
Frames, Size of Angle Iron, single or double.....	3 1/2	2 1/2	Angle Iron on ditto.....	3 1/2	3 x 6 1/16
„ Reversed Iron, if to every frame or every other frame.....	2 1/2	2 1/2	Stringer or Tie Plates fore and aft, on Upper Deck Beams, outside Hatchways.....	9	7 1/16
Floors, depth and thickness of Floor Plate at mid line.....	15	7 1/16	Diagonal Tie Plates on ditto.....	9	7 1/16
„ Ditto ditto at Bilge Keelson.....	10 1/2	7 1/16	Planksheer, materials and scantlings.....		
„ Size of Reversed Angle Iron, and No. one at top of Floor Plate	2 1/2	2 1/2	Waterway ditto ditto.....	3	9 1/16
Beams, Deck (Nº. 49) double Angle Iron, Plate, Tee, or Bulb Iron.....	6	6 1/16	Flat of Upper Deck, thickness and material..		
„ double or single Angle Iron, on edge.....	2 1/2	2	„ how fastened to Beams..		
„ average space between.....	3 ft 6 in	3 ft 6 in	Ceiling betwixt Decks and in Hold, thickness and material.....	2 x 2 1/2	2 x 2 1/2
Hold, or Lower Deck (Nº. 1) double Angle, Tee, Plate, or Bulb Iron			Clamps or Spirketting ditto.....		
„ double or single Angle Iron on edge.....			Stringer Plates on ends of Hold or Lower Deck Beams, breadth and thickness		
„ average space between.....			Stringer or Tie Plates fore and aft outside Hatchways, on Hold or Lower Deck Beams.....	9	7 1/16
Paddle, sided and moulded, thickness of Plate.....			Stringers in Hold.....		
„ Engine.....			Flat of Lower Deck, thickness and material..		
Keelson, single or double plate, box, or intercostal			Main piece of Rudder, diameter at head....	3 3/4	3 3/4
Size of Plates.....	10 3/4	9 1/16	„ „ „ at heel....	2 3/8	2 1/4
Size of Angle Irons.....	3 1/2	3	(Can the Rudder be unshipped afloat Yes)		
Side, single or double, plate, box, or intercostal			Bulkheads, Nº. 5 Thickness of.....		5 1/16
Bilge (Nº. One) at each Bilge, single, or double, plate, or box.....	3 1/2	3	„ Height up.....		
Transoms, material.....			„ how secured to the sides of the ship to double frames with.....		
Knight-heads, and Hawse Timbers.....			„ size of vertical angle irons..... and their distance apart.....		
The Frames extend in one length from..... to.....					
The reverse angle irons on the floors extend in one length across the middle line from..... to.....					
„ „ „ on the frames „ „ „ from..... to.....					
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 ins.) diameter, averaging (3 1/2 ins.) 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 7/16) thick, double or single rivetted; with rivets (3/4 in.) diameter, averaging (2 3/4 ins.) apart.					
„ 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.					
„ Edges of Sheerstrake, double or single rivetted? At upper edge..... At lower edge.....					
„ Butts from bilge to planksheers, worked carvel with butt straps (9 1/2 x 7/16) thick, double or single rivetted; with rivets (3/4 in.) diameter, averaging (2 1/4 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?.....					
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.....					

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.

She has SAILS.

CABLES, &c.

ANCHORS, and their weights.

		Fathoms.	Inches.	Tested to Tons.		No.	Weight.	Tested to Tons.
Fore Sails,	Chain	210	1 3/4	22.16	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 1/2				10.1.16	10.10.
Main Sails,	Towlines	90	7		Stream,	1	4.3.21	
Main Top Sails,	Warp	90	3 1/2		Kedges,	1	42.2.5	
and	All of <u>Good</u> quality.							

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

She has One life boat Long Boat and Two in quality.

The present state of the Windlass is Good Capstan Two 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. _____
Date _____ Section 18.
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

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 5x5x7/16ths. Plating 5/16ths. Single rivetted at edges double at butts with 5/10 rivets. Plating of deck 2x1/4. Pine waterways. 4 1/2x9 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 bulg. Keelson angle Irons for half the length 6x6/16ths. See Secretarys letter of the 1st Aug 1864
Bulk plates fitted outside shell plating at bulges 6x6/16 between double angle Irons 3x3x6/16 in length about 80ft. to prevent rolling.
In lieu of hold beams double angle Irons fitted to reverse bars of frame with a bulk plate between 6x6/16 all fore & aft about 6ft. below deck beams.
Bachman & Dixon.

In what manner are the surfaces preserved from oxidation? Inside Plating of hold 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,
John W. M. C. Special£ 19 : 15 : 0
Certificate (if required)£ : :

Committee's Minute 10th February 1865

Character assigned A 1 (A & C. E.)

I concur in the above recommendation
9th Feb 1865 J. H. R.
Lloyd's Register Foundation