now named "Rajah"

3967

IRON SHIPS.

Rec 15/2/65

No. 19221 Survey held at Liverpool Date April 11/64 to Jan 25th 1865

on the S "Premchund Roychund" Master Thos Scott

Tonnage under tonnage deck 1153 50/100 Built at Liverpool When built 1864 Launched Nov 14/64

Ditto of poop 103 54/100 or spar deck — — By whom built Hart & Simott Owners Finlay Campbell & Co

Ditto of engine room — — — — Port belonging to ~~Liverpool~~ Destined Voyage Bombay

Total Register tonnage 1257 04/100

If Surveyed while Building, Afloat, or in Dry Dock While building & in Queen's graving dock

Builder's Length aloft	Feet. 215	Inches. -	Extreme Breadth	Feet. 35	Inches. -	Depth from top of Upper Deck Beam to top of Floor	Feet. 23	Inches. -	Power of Engines	Horse. — —	N°. of Decks Two

(*Dimensions of Ship per Register*, length 216.8 breadth 34.5 depth 22.5)

	Inches in Ship.			Inches required per Rule.		
Keel, ~~if bar iron~~, depth and thickness						
,, if plate iron, breadth and thickness	39 × 14/16			38½ × 10/16		
Stem, if bar iron, moulding and thickness						
,, ~~if plate iron~~, breadth and thickness	9 × 3			8½ × 3		
Stern-post, if bar iron, moulding and thickness						
,, ,, ~~if plate iron~~, breadth and thickness	9 × 3			8½ × 3		
Distance of Frames from moulding edge to moulding edge, all fore and aft	20			20		
	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~~ + 4 feet pieces at middle line	5	3	9/16	5	3	9/16
,, ,, Reversed Iron, if to every frame or every frame	3½	3	8/16	3½	3	8/16
Floors, depth and thickness of Floor Plate at mid line	24	— ends	10/16 9/16	23¾	— ends	10/16 9/16
,, Ditto ditto at Bilge Keelson + bilges	17 48	— —	— —	— 48	— —	— —
,, Size of Reversed Angle Iron, and No. one at top of Floor Plate + double in wake of Stringers + keelsons	3½	3	8/16	3½	3	8/16
Beams, Deck (N°. — —) ~~double Angle Iron, Plate, Tee, or Bulb Iron~~	8½	-	9/16	8½	-	9/16
,, ,, double ~~or single~~ Angle Iron, on upper edge at alternate frames	3½	3	8/16	3½	3	7/16
,, ,, average space between	40	—	—	40	—	—
,, Hold, or Lower Deck (N°. — — —) ~~double Angle, Tee, Plate, or Bulb Iron~~	8½	-	9/16	8½	-	9/16
,, ,, double ~~or single~~ Angle Iron on upper edge at alternate frames	3½	3	8/16	3½	3	7/16
,, ,, average space between	40	—	—	40	—	—
,, ~~Paddle, sided and moulded~~, —— ~~thickness of Plate~~ —— ~~size of Angle Iron~~	—	—	—	—	—	—
,, ~~Engine~~ ,, ,, ,, ,,	—	—	—	—	—	—
Keelson, single or double plate, box, or intercostal	see other side					
,, Size of Plates	—	—	—	38½	—	10/16
,, Size of Angle Irons	—	—	—	5	4½	9/16
,, ~~Side, single or double, plate, box, or~~ intercostal	Plates -		10/16	-	—	10/16
Lower ,, Bilge (No. one) at each Bilge, ~~single, or double, plate, or box~~	Angle irons - 5½	4½	9/16	5	4½	9/16
	5½	4½	9/16 -	5	4½	9/16
Upper Bilge (No one) with full iron 3¼ × 9/16 head from fore & mizen mast	5½	4½	9/16	5	4½	9/16

	Inches. In Ship.	16ths. In Ship.	Inches. required per Rule.	16ths required per Rule.
Plates in Garboard Strakes, breadth and thickness	3b	13/16	3b	13/16
Ditto from Garboard to upper part of Bilges	—	12/16	—	12/16
,, from upper part of Bilge to a perpendicular height from upper side of Keel of ⅗ths the entire depth of Hold		11/16		11/16 + 10/16
,, from ⅗ths depth of Hold to lower edge of Sheerstrake	ends	10/16 9/16	ends	10/16 9/16
,, Sheerstrake, breadth and thickness	39 ends	12/16 11/16	3b ends	12/16 11/16
Butt Straps to outside plating, breadth and thickness	10½ & 11 +		same thickness as plates	
Gunwale Plate or Stringer on ends of Upper Deck Beams, breadth and thickness	3b 27 ends	11/16	31 23¼ ends	10/16
Angle Iron on ditto	5 + 4½ + 9/16		5 + 4½ + 9/16	
Stringer or Tie Plates fore and aft, on Upper Deck Beams, outside Hatchways	13½	10/16	12¾	10/16
Diagonal Tie Plates on upper ditto 5 pair; ,, ,, lower ,, 3 pair	13½	10/16	12¾	10/16
Planksheer, materials and scantlings	—	—	—	—
Waterway ditto ditto	see other side			
Flat of Upper Deck, thickness and material	4	4 Pine	4	—
,, ,, how fastened to Beams	nut & screw bolts-galvanized			
Ceiling betwixt Decks and in Hold, thickness and material	2 Red pine		2½ Rock elm	
Clamps or Spirketting ditto	clamp plate 5 × 4½ × 9/16	30 × 10/16	16 × 8/16 fore + aft	
Stringer Plates on ends of Hold or Lower Deck Beams, breadth and thickness			23¾	10/16
Stringer or Tie Plates fore and aft outside Hatchways, on Hold or Lower Deck Beams	13½	10/16	12¾	10/16
Stringers in Hold between upper bilge stringers + lower deck beams fore & aft	5 × 4½ × 9/16 5 × 4½ × 9/16		-	—
Flat of Lower Deck, thickness and material	3	4 Pine		
Main piece of Rudder, diameter at head	6½	—	6	—
,, ,, ,, at heel	3¾	—	3¾	—
(*Can the Rudder be unshipped afloat* No)				
Bulkheads, N°. one forward Thickness of plates	—	7/16	—	7/16
,, Height up to upper deck				
,, how secured to the sides of the ship double frames				
,, size of vertical angle irons 3½ × 3 × 8/16 and their distance apart 30 in				

A single length of plate 10 feet

Transoms, material iron or, if none, in what manner compensated for.

Knight-heads, and Hawse Timbers Plates & Angle irons

The Frames extend in one length from Keel to gunwale rivetted through plates with (7/8 in.) rivets, about (6) apart.

The reverse angle irons on the floors + frames extend in one length across the middle line, ~~from~~ to upper bilge stringers, thence to gunwale alternate

,, ,, ,, on the frames + floors ,, ,, ,, from Middle line to lower bilge stringers, thence to lower deck stringer angle iron alternate

Keelson, how are the various lengths of plates or angle irons connected? By butts straps & bolt shifted

Plates, Garboard, double ~~or~~ — — rivetted to keel, double ~~or~~ — — at upper edge, with rivets (1¼ × ✓ ins.) diameter, averaging (5 × 3 in.) apart.

,, Edges from Garboards to upper part of bilge, worked clencher, double ~~or single~~ rivetted; with rivets (7/8 in.) diameter, averaging (3¼ ins.) apart.

,, Butts from Keel to turn of bilge, worked carvel with butt straps (12 × 13/16) thick, double ~~or single~~ rivetted; with rivets (7/8 in.) diameter, averaging (3¼ 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 ~~or~~ ~~single~~ rivetted; with rivets (7/8 in.) diameter, averaging (3¼ in.) apart. Do the butt straps lap over and rivet through the lands of the strake below? No

,, Edges of Sheerstrake, double ~~or single~~ rivetted? At upper edge to gunwale angle iron At lower edge double

,, Butts from bilge to planksheers, worked carvel with butt straps (12, 11, 10 × 9/16) thick, double ~~or single~~ rivetted; with rivets (7/8 in.) diameter, averaging (3¼ ins.) apart. Breadth of laps in double rivetting (5¼ in) Breadth of laps in single rivetting (— —)

Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted? Double

Planksheer, how secured to the plating of the sides } *Explain by sketch if necessary.* } See Sketch other side

Waterway ,, ,, planksheer and to the Beams

Deck Beams, how secured to the side? Welded knees 24 ins long rivetted to frames.

Hold or Lower Deck ditto do ,, 24 ,, ,, ,,

Paddle ,, ,, — — — — No. of breasthooks — — crutches — —

What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.? Staffordshire Best

Manufacturer's name or trade mark Kinnersley & Co & Butterley Co

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

Builder's Signature Hart Simott *Surveyor's Signature* [illegible]

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IRON438-0122

3967 Iron

Workmanship. Are the lands or laps of the clenchwork in all cases in breadth at least two 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 fay 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? 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? Not any

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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.*

Foremast (Iron) 83-0 + 30 dia - 2 Plates 7/16 + 6/16 thick, having 4 Angle irons 5 + 3 + 8/16 Laps single + butts treble rivetted
Main " " 87-6 + 30 " " " 7/16 - 6/16 " " 4 " " 5 + 3 + 8/16 Do " " " "
Mizen " " 79-9 + 28 " " " 7/16 " 6/16 " " 4 " " 4 + 3 + 8/16 Do " " " "
Bowsprit " 36-0 + 28 " " " 7/16 " — " " 4 " " 5 + 3 + 8/16 Do " " " "
" " and 6 " " 5 + 3 + 8/16 in wake of partners
3 Topmasts (Steel) 47-0 + 18 " " 5/16 " 4/16 having 4 " Steels 3 + 3 + 4/16 Laps single + butts double "
38-6 + 15 "

She has **SAILS.** No complete suits

No.	
	Fore Sails,
	Fore Top Sails,
	Fore Topmast Stay Sails,
	Main Sails,
	Main Top Sails,
and	

CABLES, &c.

	Fathoms.	Inches.	Tested to Tons.
Chain Mersey dock test produced Certificate No. 469, 471	300	1 1/4	63-5-0
Hempen Stream Cable Certificate 467	90	1 1/2	22-15-0
Hawser	90	10 1/2	
Towlines	90	10	
Warp	90	9 1/2	
All of best quality.	90	7	

ANCHORS, and their weights.

	No.	Weight.	Tested to Tons.
Bowers, Mersey dock test produced	1	33-3-20 / 5-3-8 / 40-3-0	32-8-0
Bower - Do " " Certificate 478	1	33-2-20 / 4-3-12 / 40-2-4	31-7-3
Bower Stream, Do Certificate 479	1	40-1-0	35-18-3
Stream Do " "	1	13-3-0	
Kedges,	1	6-3-14	
Kedge	1	3-1-1	

Her Standing and Running Rigging Wire & hemp sufficient in size and best ~~in~~ quality.

She has one Long Boat and four others

The present state of the Windlass is good Capstans 3 - good and Rudder good Pumps Main 7 in Patent, Bilge 5 in & sluice fitted at fore bulkhead.

Order for Special Survey No. 3285 Date 9 May 1864
Order for Ordinary Survey No. ____ Date ____

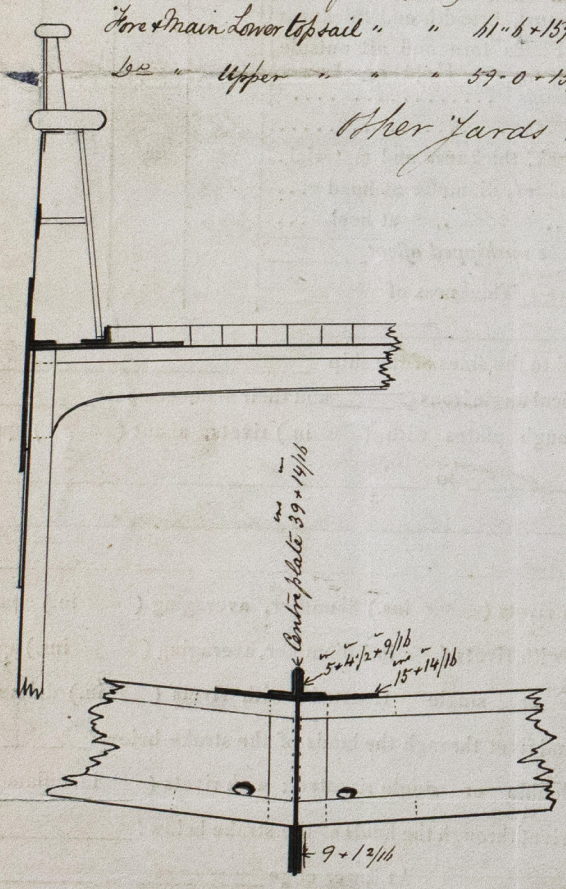
DATES of Surveys held while building as per Section 18.

1st. On the several parts of the frame, when in place, and before the plating was wrought ____
2nd. On the plating during the progress of rivetting During the whole time of
3rd. When the beams were in and fastened, and before the decks were laid building and
4th. When the ship was complete, and before the plating was finally coated fitting out.
5th. After the ship was launched ____

State if she has a Spar Deck No Poop Yes or Forecastle Yes

General Remarks. Fore & Main Yards (Steel) 75-0 + 19 dia - 2 Plates 5/16 + 4/16 having 3 Angle Steels 3 + 3 + 4/16 - Laps single, butts double & treble rivetted
Fore & Main Lower topsail " " 61-6 + 15 1/2 - 2 " 4/16 - 3/16 + 2/16 " 3 " " 2 1/2 + 2 + 4/16 Do " " " " "
Do " Upper " " " 59-0 + 15 1/2 - 2 " 4/16 - 3/16 + 2/16 3 " " 2 1/2 + 2 + 4/16 Do " " " " "

Other Yards & Spars of Spruce & Red pine.



Has a full Poop 52 feet long, and full Forecastle 35 feet long. Beams fitted to alternate frames of bulb iron 6 1/2 + 7/16 with double angle irons 3 + 3 + 6/16 on top edge; Stringer plates 24 + 9/16, deck-ties 10 1/2 + 9/16; outside plating 6/16 & deck Y Pine 3 thick.

Also a deck house 26-6 + 16-0 fitted aft side of foremast, having a Steam engine enclosed for working the Pumps, Winch &c.

Is well built throughout.

In what manner are the surfaces preserved from oxidation? Inside Portland Cement on flat of bottom to bilges
Ditto ditto Outside Red lead & other paint

I am of opinion this Vessel should be Classed ✠ A 1

The amount of the Fee .....£ 5 : " : " is received by me,
Special .....£ 62 : 17 : " 10/2/65
Certificate (if required) .....£ Gratis

Committee's Minute Good, 14th February 1865

Character assigned A 1 - Built under Special Survey (L & C. P.)

E. C. Wheeler

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