

IRON SHIPS.

Survey held at Leicester & Liverpool Date Dec 4/82 to July 8/83 (See 24 1864) Rec 25/2/65
 the Ship North East Master Copeland
 Tonnage Gross 1 Engine Room 1 Register 997 5/10 Built at Chester Lancashire July 4/63
 when Built 1863 By whom built Rodde Iron Ship Builders Owners C. Harcourt & Boyd & Co
 now belonging to Liverpool Destined Voyage Calcutta
 Surveyed 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 No.
192 4/4	192	2	32	9	21	9	21	9	1	1
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	Inches in Ship.	Inches required per Rule.	Inches in Ship.	Inches required per Rule.	Inches in Ship.	Inches required per Rule.	Inches in Ship.	Inches required per Rule.	Inches in Ship.	Inches required per Rule.
Floors, Size of Angle Iron, and No. / at bottom of Floor Plate	5 3	9/16	4 3/4	3	8/16					
depth and thickness of Floor Plate at mid line	22	-	1/16	21	1/16					
depth and thickness of Floor Plate at Bilge Keelson	16	-	1/16							
Size of Reversed Angle Iron, and No. / at top of Floor Plate	3 1/2	3	7/16	3 1/2	3	7/16				
Frames, Size of Angle Iron, single or double	5	3	9/16	4 3/4	3	8/16				
Reversed Iron, if to every frame	3 1/2	3	7/16	3 1/2	3	7/16				
Beams, Deck (N ^o . 63) double Angle Iron	8	9/16	-	8	8/16					
Bulb Iron with double Angle	3	3	7/16	3	3	6/16				
Iron on top	3	3	7/16	3	3	6/16				
depth & thickness of plate amidships	3	3	7/16	3	3	6/16				
double or single Angle Iron	-	-	-	-	-	-				
on lower edge	-	-	-	-	-	-				
average space between	3 1/2	-	3 1/2	-	-	-				
Keelson (N ^o . 1) double Angle Iron	-	-	-	-	-	-				
Hold, or Lower Deck (N ^o . 63) double Angle Iron	8	9/16	-	8	8/16	-				
Bulb Iron with double Angle Iron on top	3	3	7/16	3	3	6/16				
depth & thickness of plate amidships	3	3	7/16	3	3	6/16				
double or single Angle Iron	-	-	-	-	-	-				
on lower edge	-	-	-	-	-	-				
average space between	3 1/2	-	3 1/2	-	-	-				
Keelson (N ^o . 1) double Angle Iron	-	-	-	-	-	-				
Riddle, wood, sides and moulded	-	-	-	-	-	-				
on iron, size of plate	-	-	-	-	-	-				
Engine	-	-	-	-	-	-				
Keelson, wood, sides and moulded, iron, size of plate, give sketch & dimensions	-	-	-	-	-	-				
Side or Bilge	-	-	-	-	-	-				
Number	-	-	-	-	-	-				

Transoms, material or, if none, in what manner compensated for.
 Knight-heads are they free from defects?
 Hawse Timbers are they free from defects?
 Bulkheads, N^o. 2 to Upper St. Thickness of 7/16
 how secured to the sides of the ship Double Ribs
 size of vertical angle iron and their distance apart 3 1/2 x 3 7/8 = 2 ft 6 in
 The Frames or Ribs extend in one length from Keel to Gunnwale rivetted through plates with (7/8 in.) rivets, about (7) apart.
 The reverse angle irons on the floors extend in one length across the middle line from Bilge to Bilge
 on the frames from Bilge to lower hold beams & to gunwale on alternate
 Keelson, how are the various lengths of plates, or angle irons connected? Butt Straps
 Plates, Garboard, double are rivetted to keel & at upper edge, with rivets (7/8 in.) diameter averaging (3 1/2 in.) from centre to centre of rivet.
 Edges from Garboards to upper part of bilge, worked carvel with a lining piece (1/4 in.) thick, or clencher, double rivetted; rivets (7/8 in.) diameter, averaging (3 1/2 in.) from centre to centre of rivets.
 Butts from Keel to turn of bilge, worked carvel with a lining piece (1/4 in.) thick, double rivetted; rivets (7/8 in.) diameter, averaging (3 1/2 in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? Yes & above also.
 Edges from bilge to planksheer, worked carvel with a lining piece (1/4 in.) thick, double rivetted; rivets (7/8 in.) diameter, averaging (3 1/2 in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? Yes & above also.
 Butts from bilge to planksheers, worked carvel with a lining piece (1/4 in.) thick, or clencher, double rivetted; rivets (7/8 in.) diameter averaging (3 1/2 in.) from centre to centre of rivets. Breadth of laps in double rivetting (5 in) Breadth of laps in single rivetting ()
 Planksheer, how secured to the plating of the sides Explain by sketch, See sketch on the other side.
 Waterway planksheer and to the Beams if necessary.
 Side trussing breadth and thickness of plates how secured? None
 Deck trussing 13 4/16 Diagonal Plates
 Deck Beams, how secured to the side? Rivetted to Ribs and Stringer Plates
 Hold or Lower Deck Rivetted to Ribs and Stringer Plates
 Paddle None
 No. of breasthooks crutches how are pointers compensated? Keelsons, Stringers & Rib feet connected
 What description of iron is used for the angle iron and plate iron in the vessel? Best Staffordshire Builder's Signature W. H. H. & Co
 (Glenagh Hall Iron Works)

39958

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 adopted? 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? Well for

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

Do the holes for rivetting plate to frames, lining pieces, or plate to plate, &c., conform well to each other? Generally 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? A few only

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

She has SAILS.

N ^o .		CABLES, &c.		ANCHORS, and their weights.	
			Inches.	No.	Weight
	Fore Sails,	Mersey 8th Brand <u>Best</u> <u>1874</u>		Blumers Patent-anchors	
	Fore Top Sails,	Pure 10 59 tons <u>1874</u>		& three certificates	
	Fore Topmast Stay Sails,	Chain	300 $\frac{11}{16}$	Bower, <u>See Report No. 19244</u>	39
	Main Sails,	Hempen Stream Cable	90 10	<u>See Report No. 19244</u>	38
	Main Top Sails,	Hawser <u>Chain</u>	75 $\frac{11}{16}$	<u>Dated 2nd July/65</u>	33
		Towlines	80 9	Stream,	13-0
		Warp	80 $6\frac{1}{2}$	Kedge,	2 16-1
		All of <u>Good</u> quality.			13-1

Her Standing and Running Rigging Misc & Hemp are sufficient in size and Good in quality.

She has one Long Boat and three others.

The present state of the Windlass is Good (2 Capstans 12th Good and Rudder Good Pumps 2 in Main Hold & 1 in each end.

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

Mildt building

This vessel was built by Specification before the new Rules were out. The Builders having no contract with respect to plating, and the Owners did not give a written Order for survey, but being built in the District I examined her during her construction taking all the sizes of scantlings &c. some defects being removed at my recommendation.

In many respects she is beyond the Rules, having an Intercoastal Keelson fitted between the Middle line and Bilge Keelson. A very strong stringer in the lower hold formed with a plate 12 by 8/16 having double angle iron at both edges, the Rules only requiring double angle iron.

The Upper Deck Stringer plate is 12 inches in excess. The Butts of the 7th Strake of outside plating from the Keel (at bilges) are double rivetted in the Midship body for a distance of about 150 feet. Butts of Upper Deck Stringer are double rivetted, also the Butts of Sheerstrake cutts in the Midship body of the vessel. The Butts of the 14 inches broad in the outside plating at bilge. Sheerstrake Plate & Upper Deck Stringer. There are 4 Pairs of Diagonal Tie Plates on the Upper Deck Beams & 3 Pairs on Lower deck.

The 3 Lower Masts & Bowsprit are Iron, plates 7/16 & 9/16 with 4 angle iron - 4x3-8/16. Butts double rivetted edges single.

Lower & Sparail Yards of steel - 4/16 & 3/16 at ends. Butts double rivetted edges single, 3 angle steel (Iron) 2 1/2 x 2 1/2 - 5/16. I respectfully submit to the Committee whether she should not be classed as stated below, the owners having now given an order for plating.

In what manner are the surfaces preserved from oxidation? Current & Repaint
(The Intercoastal Keelson is in excess of Rule)

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

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

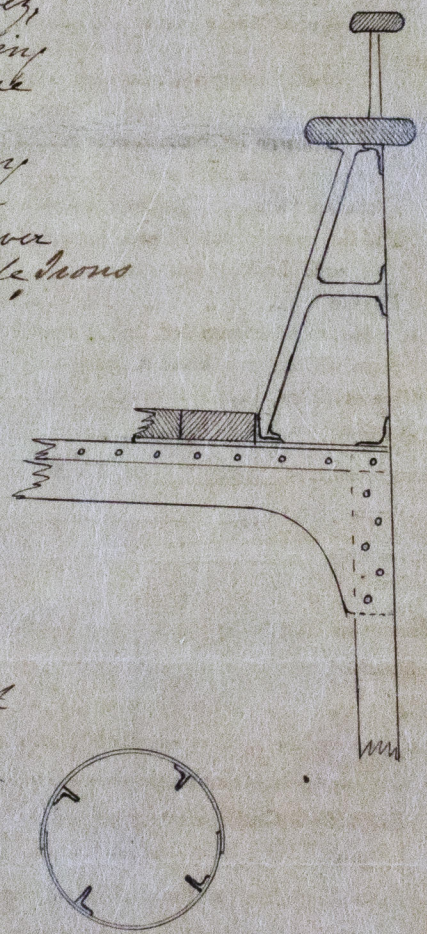
Special£ 21 : : : 23/2/65

Certificate (if required)£ : : :

Committee's Minute Good 24th January 1865

Character assigned A 1 - (C. P.)

GRCP



© 2019

Lloyd's Register Foundation