

IRON SHIPS.

No. 4037 Survey held at London Date March 6th to March 24th 1865
on the Paddle Steamer "Viceroy" Master F T Parke
Tonnage under tonnage deck 436 ⁶³/₁₀₀ Built at Northfleet When built 1864 Launched September
Ditto of poop — or spar deck —
Ditto of engine room 127 ¹⁵/₁₀₀ By whom built C. J. Mare & Co Owners George Wigg
Total Register tonnage 309 ⁸⁸/₁₀₀ Port belonging to London Destined Voyage
Gross tonnage 436 ⁶³/₁₀₀
If Surveyed while Building, Afloat, or in Dry Dock Northfleet gridiron and Victoria Dock

Length aloft		Extreme Breadth		Depth from top of Upper Deck Beam to top of Floor		Power of Engines		Horse.		N ^o . of Decks	
Feet.	Inches.	Feet.	Inches.	Feet.	Inches.	Feet.	Inches.	Horse.	N ^o .	of Decks	
225	—	26	—	9	6	180	—	180	—	one	

(Dimensions of Ship per Register, length breadth depth)

	Inches in Ship.			Inches required per Rule.		
	Inches.	Inches.	16ths.	Inches.	Inches.	16ths.
Keel, if bar iron, depth and thickness	24	5/8	—	24	5/8	—
„ if plate iron, breadth and thickness	24	5/8	—	24	5/8	—
Stem, if bar iron, moulding and thickness	6 1/2	1 3/8	—	6 1/2	2 1/2	—
„ if plate iron, breadth and thickness	6 1/2	1 3/8	—	6 1/2	2 1/2	—
Stern-post, if bar iron, moulding and thickness	6 1/2	1 1/2	—	6 1/2	2 1/2	—
„ if plate iron, breadth and thickness	6 1/2	1 1/2	—	6 1/2	2 1/2	—
Distance of Frames from moulding edge to moulding edge, all fore and aft	24	—	—	20	—	—
Frames, Size of Angle Iron, single or double	3	2 1/2	6/16	3 1/2	2 3/4	7/16
„ Reversed Iron, if to every frame or every second frame	2 1/2	2 1/2	6/16	2 3/4	2 1/2	6/16
Floors, depth and thickness of Floor Plate at mid line	12	—	8/16	9 1/2	—	7/16
„ Ditto ditto at Bilge Keelson	3	—	6/16	3 1/2	—	7/16
„ Size of Reversed Angle Iron, and No. one at top of Floor Plate	2 1/2	2 1/2	6/16	2 3/4	2 1/2	6/16
Beams, Deck (N ^o . 88) double Angle Iron, Plate, Tee, or Bulb Iron	4	3	6/16	6 1/2	—	6/16
„ in way of mast and hatchways	6-3	8/16	2 1/8	2 3/8	—	4/16
„ double or single Angle Iron, on edge	—	—	—	—	—	—
„ average space between	24	—	—	36	—	—
„ Hold, or Lower Deck (N ^o . double Angle, Tee, Plate, or Bulb Iron)	—	—	—	—	—	—
„ double or single Angle Iron, on edge	—	—	—	—	—	—
„ average space between	—	—	—	—	—	—
„ Paddle, sided and moulded, thickness of Plate	3 1/2	—	—	—	—	—
„ Engine	3	2 1/2	—	—	—	—
Keelson, single or double plate, box, or intercostal	—	—	—	—	—	—
„ Size of Plates	—	—	—	—	—	—
„ Size of Angle Irons	—	—	—	—	—	—
„ Side, single or double, plate, box, or intercostal	—	—	—	—	—	—
„ Bilge (N ^o .) at each Bilge	—	—	—	—	—	—
„ single, or double, plate, or box	—	—	—	—	—	—
Transoms, material	none	—	—	—	—	—
„ or, if none, in what manner compensated for.	—	—	—	—	—	—
Knight heads, and Hawse Timbers	Chocks	English Elm	—	—	—	—
The Frames extend in one length from	Keel	to deck stringer	—	—	—	—
The reverse angle irons on the floors extend in one length across the middle line from	lower part of bilge	to lower turn of bilge on every third frame and from upper turn of bilge to upper turn of bilge every third frame	—	—	—	—
Keelson, how are the various lengths of plates or angle irons connected?	by butt straps and angle iron properly rivetted	—	—	—	—	—
Plates, Garboard, double or	double	rivetted to keel, double	—	—	—	—
„ Edges from Garboards to upper part of bilge, worked clench, double or single rivetted; with rivets (3/4 in.) diameter, averaging (3 ins.) apart.	—	—	—	—	—	—
„ Butts from Keel to turn of bilge, worked carvel with butt straps (1/16) thick, double or single rivetted; with rivets (3/4 in.) diameter, averaging (3 ins.) apart.	—	—	—	—	—	—
„ Edges from bilge to sheerstrake, worked carvel with a lining piece (—) thick, or clench, double or single rivetted; with rivets (3/4 in.) diameter, averaging (3 ins.) apart.	—	—	—	—	—	—
„ Edges of Sheerstrake, double or single rivetted? At upper edge single At lower edge single	—	—	—	—	—	—
„ Butts from bilge to planksheers, worked carvel with butt straps (5/16) thick, double or single rivetted; with rivets (3/4 in.) diameter, averaging (3 ins.) apart.	—	—	—	—	—	—
Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted?	double	—	—	—	—	—
Planksheer, how secured to the plating of the sides	—	—	—	—	—	—
Waterway „ „ planksheer and to the Beams	—	—	—	—	—	—
Deck Beams, how secured to the side?	by bracket plates, rivetted to the beams and frames 12 x 5/16	—	—	—	—	—
Hold or Lower Deck ditto	—	—	—	—	—	—
Paddle „ „ by angle iron pairs 4 x 14 x 1/2	—	—	—	—	—	—
What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.?	—	—	—	—	—	—
Manufacturer's name or trade mark	T. B. Challender & Co.	—	—	—	—	—
We certify that the above is a correct description of the several particulars therein given.	—	—	—	—	—	—
Builder's Signature	—	—	—	—	—	—
Surveyor's Signature	—	—	—	—	—	—

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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? *Yes where seen*

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

Do the holes for rivetting plate to frames, butt straps, or plate to plate, &c., conform well to each other? *Yes where seen* and are the rivet holes well and sufficiently countersunk in the outer plate?

Are there any rivets which either break into or have been put through the seams or butts of the plating? *None seen*

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.

4037 Lm

She has SAILS.			CABLES, &c.			ANCHORS, and their weights.		
N ^o .			Fathoms.	Inches.	Tested to Tons.	N ^o .	Weight. Ex. Stock.	Tested to Tons.
<i>One full sail</i>	Fore Sails,	Chain	<i>240</i>	<i>1</i>		Bowers,	<i>1</i>	<i>19.0.0</i>
	Fore Top Sails,	Hempen Stream Cable	<i>90</i>	<i>7</i>			<i>1</i>	<i>17.0.0</i>
	Fore Topmast Stay Sails,	Hawser	<i>90</i>	<i>5</i>		Stream,	<i>1</i>	<i>4.2.0</i>
	Main Sails,	Towlines	<i>180</i>	<i>4</i>		Kedges,	<i>1</i>	<i>2.2.0</i>
<i>3 spare and</i>	Main Top Sails,	Warp						
		All of <i>good</i> quality.						
Her Standing and Running Rigging <i>galvanic & hemp</i> sufficient in size and <i>good</i> in quality.								
She has <i>a life</i> Long Boat and <i>two others</i>								
The present state of the Windlass is <i>good</i> Capstan <i>Brown & Sharpe's Patent</i> and Rudder <i>efficient</i> Pumps <i>two 7' and one in Engine Room</i>								

Order for Special Survey	DATES of	1st. On the several parts of the frame, when in place, and before the plating was wrought
No. _____	Surveys held	2nd. On the plating during the progress of rivetting
Date _____	while building	3rd. When the beams were in and fastened, and before the decks were laid
Order for Ordinary Survey	as per	4th. When the ship was complete, and before the plating was finally coated
No. _____	Section 18.	5th. After the ship was launched
Date _____		

State if she has a Spar Deck *Raised quarter deck 42 ft. & Forecastle 42 feet and a deck house 12 feet by 11 feet*

General Remarks,

She is a Paddle wheel Vessel of 23½ depths and 8½ breadths to length, and has been constructed as light as possible and supplied with powerful Engines, for a particular purpose -

Her Scantlings are compared with those of a vessel of 400 Tons of the 6th class; her frames and reversed frames are less than those they are compared with and her plating lighter

As she is not, in our opinion, adapted for carrying heavy merchandize on Ocean voyages, we beg respectfully to submit her claims for the 1c class for River purposes only

In what manner are the surfaces preserved from oxidation? Inside *Red lead Paint & under the Engine cylinders cement*
Ditto ditto Outside *Red lead Paint, topsides red lead and black*

I am of opinion this Vessel should be Classed *1c*
The amount of the Fee£ *5* : : is received by me, *B. Weymouth*
Special£ *5* : *5* :
Certificate (if required)£ : :

Committee's Minute *7th April 18 65*
Character assigned *1c*
For River Purposes only



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