

IRON SHIPS.

Rec 20/4/65

No. 3540 Survey held at Hull Date 21st Feb 1865
 on the Ship Ringston Master White
 Tonnage Gross 1208 Engine Room — Register 1208 Built at Hull
 When Built 1864 Launched 9th April 1864 By whom built M Samuelson of Hamburg
 Owners Stuart & Co Port belonging to Liverpool Destined Voyage Hamburg
 Surveyed Afloat or in Dry Dock Special survey during 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.
Length aloft	210	Extreme Breadth	35	Depth from top of Upper Deck Beam to top of Floor	23	Power of Engines	
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	Inches in Ships. 18	Inches required per Rule. 18		Stem, if bar iron, moulding and thickness	8 1/2	3	8 1/2 3
Floors, Size of Angle Iron, and No. <u>one</u> at bottom of Floor Plate	Inches in ship. 5 3	Inches. 9 1/6	Inches. 5 3	Stern-post, if bar iron, moulding and thickness	8 1/2	3	8 1/2 3
depth and thickness of Floor Plate at mid line	23 x 1/6	20 x 1/6		Keel, if bar iron, depth and thickness	8 1/2	3	8 1/2 3
depth and thickness of Floor Plate at Bilge Keelson	16 x 1/6	19 1/6		Garboard Plates, Breadth and thickness	39	15 1/6	19 1/6
Size of Reversed Angle Iron, and No. <u>one</u> at top of Floor Plate	3 1/2 3	8 1/6	3 1/2 3	From Garboard to upper part of Bilge	12 1/6		12 1/6
Frames, Size of Angle Iron, single or double	5 3	9 1/6	5 3	From upper part of Bilge to Sheerstrakes	11 1/6		11 1/6
Reversed Iron, <u>X</u> to every frame	3 1/2 3	8 1/6	3 1/2 3	Sheerstrakes, Breadth and thickness	37	12 1/6	12 1/6
all <u>Beam</u> <u>Iron</u> <u>to</u> every <u>alternate</u> frame	3 1/2 3	8 1/6	3 1/2 3	Butt Straps to outside plating, Breadth and thickness	10 x 1/6	8 1/6	8 1/6
Beams, Deck (No. <u>67</u>) double Angle Iron, Plate or Bulb Iron	9 1/4 x 1/6	8 1/2 x 1/6		Planksheers			
double or single Angle Iron on top edge	3 1/4 3 1/4	11 1/6	3 1/4 3 1/4	Gunwale Plate or Stringer on ends of Up. Dk Beams	31	11 1/6	35 1/2 x 1/6
average space between	36 in	36 in		Angle Iron on ditto	5 x 4 1/2 x 9 1/6		5 1/2 x 9 1/6
if wood (No.) sided & moulded				Diagonal Tie Plates on Beams	13	11 1/6	12 3/4 11 1/6
Hold, or Lower Deck (No. <u>64</u>) double Angle Iron, Plate or Bulb Iron	9 x 9 1/6	8 1/2 x 9 1/6		Waterway	4		4
double or single Angle Iron on top edge	3 1/4 3 1/4	11 1/6	3 1/4 3 1/4	Deck			
average space between	36 in	36 in		Ceiling in Hold			
if wood (No.) sided & moulded				Ceiling betwixt Decks			
Paddle, wood, sided and moulded, or if Iron, size of Plate				Beam Clamps or Spirketting			
Engine				Shelf			
Keelson, single plate or intercostal	23 x 1/6	27 1/2 x 1/6		Stringer Plates on ends of Hold or Lower Dk Beams	26	11 1/6	25 1/2 x 1/6
Size of Plates	17 x 1/6	14 1/6		Ceiling between Decks			
Size of Angle Irons	5 4 1/2	14 1/6	5 4 1/2	Stringer or Tie Plates outside Hatchways	13	11 1/6	12 3/4 11 1/6
ditto Bilge (No. <u>one</u>)				Deck Beam Clamps or Spirketting			
				Shelf			
				Stringers in Hold			
				Deck, Lower			
				Deck, Upper, how fastened to Beams			
				Bulkheads, No. <u>two</u>			
				Thickness of <u>1 1/6</u>			

Ransoms, material — or, if none, in what manner compensated for. By framing how secured to the sides of the ship with strake plates and strake lines also strake beams & strake lines size of vertical angle iron and their distance apart 3 1/2 x 9 1/6 - 30 in apart

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

The reverse angle irons on the floors extend in one length across the middle line from bilge to bilge

Keelson, how are the various lengths of plates or angle irons connected? Angle irons shifted & rivetted

Plates, Garboard, double single rivetted to keel at upper edge, with rivets (1 3/16 in.) diameter averaging (4 1/2 in.) from centre to centre of rivet.

Edges from Garboards to upper part of bilge, worked carvel with a lining piece (in.) thick, or clencher, double or single rivetted; rivets (7/8 in.) diameter, averaging (3 in.) from centre to centre of rivets.

Butts from Keel to turn of bilge, worked carvel with a lining piece (1/6) thick, double or single rivetted; rivets (1/8 in.) diameter, averaging (3 in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? Not in outer strake

Edges from bilge to sheerstrake, worked carvel with a lining piece (in.) thick, or clencher, double or single rivetted; rivets (7/8 in.) diameter, averaging (3 in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below?

Edge of Sheerstrake, double or single rivetted? Double rivetted

Butts from bilge to planksheers, worked carvel with a lining piece (1/6) thick, double or single rivetted; rivets (7/8 in.) diameter averaging (3 in.) from centre to centre of rivets. Breadth of laps in double rivetting (5) Breadth of laps in single rivetting (in.)

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

Planksheer, how secured to the plating of the sides

Waterway " " planksheer and to the Beams } Explain by sketch } Waterway
 if necessary.

Deck Beams, how secured to the side? With welded knees rivetted to frame & angle iron to gunwale stringer

Hold or Lower Deck " do } to Hold stringer

Paddle " do

No. of breasthooks Two crutches — how are pointers compensated? By termination of stringers

What description of iron is used for the angle iron and plate iron in the vessel? Moskbridge and Losh Wilson & Bells Builder's Signature

4070 Lm

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 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

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

Do the holes for rivetting plate to frames, lining pieces, 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? Yes, several in the Butts

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

N ^o .	SAILS.	CABLES, &c.		ANCHORS, and their weights.	
		Fathoms.	Inches.	N ^o .	Weight.
Double End - and otherwise required	Fore Sails,	Chain	300 1 1/8	Bower,	3 36.0.3
	Fore Top Sails,	Stream Cable	75 1 1/8		35.2.18
	Fore Topmast Stay Sails,	Hawser <u>Jamaica Manilla</u>	90 7 1/2	Stream,	1 11.0.0
	Main Sails,	Towlines	90 10 1/2		
	Main Top Sails,	Warp	90 5 1/2	Kedge,	2 5.2.0
		All of <u>good</u> quality.			3.0.0

Her Standing and Running Rigging Wire, Hemp & Manilla sufficient in size and good in quality.

She has one Long Boat and three others

The present state of the Windlass is good Capstan good and Rudder good Pumps good

General Remarks, Statement and Date of Repairs, extent of corrosion (if any) both internally and externally, and condition of rivets.

- 1st. On the several parts of the frame, when in place, and before the plating was wrought Special Survey 12th 62
- 2nd. On the plating during the progress of rivetting First Survey 22nd Sep^r 1865
- 3rd. When the beams were in and fastened, and before the decks were laid Last Survey 21st July 1865
- 4th. When the ship was complete, and before the plating was finally coated
- 5th. After the ship was launched

Cables supplied by William Stewart & Co Boreley Hill Staffordshire

X 300 fms 1 1/8 tested to 59 tons Certificate dated 8th July 1864 signed Wm Valentine

45 " 1 1/8 " " 22 3/4 " " 3 Dec^r 1863 " Jth Valentine

	est. gr. lbs	tons. est. gr. lbs		
Weight of anchors & chains of stock	36.0.3	33.2.2.0	Mark	Lloyds 12 O. 14. 11. 64
Rodgers	35.2.18	32.16.3.14	"	12 R 14. 11. 64
	35.1.3	32.11.1.0	"	12 N 14. 11. 64
Rodgers	11.0.0	12.17.2.0	"	12 R 17. 11. 64
do	5.2.0	7.16.1.0	"	12 O 17. 11. 64
do	3.0.0	5.10.0.0	"	12 N 17. 11. 64

Tonnage under Deck about 1089 Signed Robert Burrell

" Deck " " 119 - Survey House Low Walker

IT Certificate upon types

X 300 fms 1 1/8 chain tested at London Proving House & 59 tons

Certificate dated 29th March 1865 & signed Mr. M Gladstone

Horn & main masts of iron formed with three plates 1/8 thick single rivetted at edges and four of rivets at Butts from Lower Deck to Wounds, then treble rivetted at Butts with exception of one plate at head which is double rivetted, rivets 3/4. Three cross irons inside 4x3x9/16 - Upper Mast of two plates 1/8 rivetted as above with four angle irons 3x3x9/16. Lower Yard of steel 1/4 thick at top tapering to 1/8 at bottom edges single Butts treble rivetted

In what manner are the surfaces preserved from oxidation? The flat of bottom inside covered with Cement the remainder of the plating with Flax

I am of opinion this Vessel should be classed 12 A

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

Special£ 60: 8: -

Certificate (if required)£ -

Committee's Minute 21st April 1865 as recommended above.

Character assigned 12 A for 12 Years

Please deliver certificate to Mr. J. Williams Lloyd's Register

18 Austin Street