

# IRON SHIPS.

Rec 20/4/65

No. 3540 Survey held at Hull Date 21<sup>st</sup> Feb 1865  
 on the Ship Ringstone Master White  
 Tonnage Gross 1208 Engine Room — Register 1208 Built at Hull  
 When Built 1864 Launched 9<sup>th</sup> April 1864 By whom built M Samuelson & Co  
 Owners Stuart & Co Port belonging to Liverpool Destined Voyage Hamburg & Co  
 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.
210	—	—	35	—	—	23	—	—	—	—
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	Inches in Ships.		Inches required per Rule.		Inches in Ships.		Inches required per Rule.		Inches in Ships.	
18	18		18		18		18		18	
Floors, Size of Angle Iron, and No. at bottom of Floor Plate	Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.	
5 3	9 1/6		5 3		9 1/6		5 3		9 1/6	
depth and thickness of Floor Plate at mid line	23 x		1 1/6		23 x		1 1/6		23 x	
depth and thickness of Floor Plate at Bilge Keelson	16 x		1 1/6		16 x		1 1/6		16 x	
Size of Reversed Angle Iron, and No. at top of Floor Plate	3 1/2 3		9 1/6		3 1/2 3		9 1/6		3 1/2 3	
Frames, Size of Angle Iron, single or double	5 3		9 1/6		5 3		9 1/6		5 3	
Reversed Iron, to every frame	3 1/2 3		9 1/6		3 1/2 3		9 1/6		3 1/2 3	
Beams, Deck (No. 67) double Angle Iron, Plate or Bulb Iron	9 1/4 x		9 1/6		8 1/2 x		9 1/6		9 1/4 x	
double or single Angle Iron, on top edge	3 1/4 3 1/4		1 1/6		3 1/4 3 1/4		1 1/6		3 1/4 3 1/4	
average space between	36 in		36 in		36 in		36 in		36 in	
if wood (No. ) sided & moulded	—		—		—		—		—	
Hold, or Lower Deck (No. 64) double Angle Iron, Plate or Bulb Iron	9 x		9 1/6		8 1/2 x		9 1/6		9 x	
double or single Angle Iron on top edge	3 1/4 3 1/4		1 1/6		3 1/4 3 1/4		1 1/6		3 1/4 3 1/4	
average space between	36 in		36 in		36 in		36 in		36 in	
if wood (No. ) sided & moulded	—		—		—		—		—	
Paddle, wood, sided and moulded, or if Iron, size of Plate	—		—		—		—		—	
Engine	—		—		—		—		—	
Keelson, single plate or intercostal	23 x		1 1/6		27 1/2 x		1 1/6		23 x	
Size of Plates	17 x		1 1/6		17 x		1 1/6		17 x	
Size of Angle Irons	5 4 1/2		1 1/6		5 4 1/2		1 1/6		5 4 1/2	
Stem, if bar iron, moulding and thickness	8 1/2 3		8 1/2 3		8 1/2 3		8 1/2 3		8 1/2 3	
if plate iron, breadth and thickness	8 1/2 3		8 1/2 3		8 1/2 3		8 1/2 3		8 1/2 3	
Stern-post, if bar iron, moulding and thickness	8 1/2 3		8 1/2 3		8 1/2 3		8 1/2 3		8 1/2 3	
if plate iron, breadth and thickness	8 1/2 3		8 1/2 3		8 1/2 3		8 1/2 3		8 1/2 3	
Keel, if bar iron, depth and thickness	8 1/2 3		8 1/2 3		8 1/2 3		8 1/2 3		8 1/2 3	
if plate iron, breadth and thickness	8 1/2 3		8 1/2 3		8 1/2 3		8 1/2 3		8 1/2 3	
Garboard Plates, Breadth and thickness	39		1 1/6		39		1 1/6		39	
From Garboard to upper part of Bilge	12 1/6		1 1/6		12 1/6		1 1/6		12 1/6	
From upper part of Bilge to Sheerstrakes	11 1/6		1 1/6		11 1/6		1 1/6		11 1/6	
Sheerstrakes, Breadth and thickness	37		1 1/6		37		1 1/6		37	
Butt Straps to outside plating, Breadth and thickness	10 x		1 1/6		8 1/4 x		1 1/6		10 x	
Planksheers	—		—		—		—		—	
Gunwale Plate or Stringer on ends of Up. Dk Beams	31		1 1/6		35 1/2 x		1 1/6		31	
Angle Iron on ditto	5 x 4 1/2		9 1/6		5 1/4 x		9 1/6		5 x 4 1/2	
Diagonal Tie Plates on Beams	13		1 1/6		12 3/4		1 1/6		13	
Waterway	—		—		—		—		—	
Deck	4		—		4		—		4	
Ceiling in Hold	—		—		—		—		—	
Ceiling betwixt Decks	—		—		—		—		—	
Beam Clamps or Spirketting	—		—		—		—		—	
Shelf	—		—		—		—		—	
Stringer Plates on ends of Hold or Lower Dk Beams	26		1 1/6		25 1/2 x		1 1/6		26	
Ceiling between Decks	—		—		—		—		—	
Stringer or Tie Plates outside Hatchways	13		1 1/6		12 3/4		1 1/6		13	
Deck Beam Clamps or Spirketting	—		—		—		—		—	
Shelf	—		—		—		—		—	
Stringers in Hold	5 x 4 1/2		9 1/6		5 x 4 1/2		9 1/6		5 x 4 1/2	
Deck, Lower	3		—		3		—		3	
Deck, Upper, how fastened to Beams	—		—		—		—		—	
Bulkheads, No. Two	—		—		—		—		—	
Thickness of	1 1/6		—		1 1/6		—		1 1/6	
Ransoms, material	—		—		—		—		—	
or, if none, in what manner compensated for	—		—		—		—		—	
Night-heads, and Hawse Timbers	—		—		—		—		—	
How secured to the sides of the ship	—		—		—		—		—	
Size of vertical angle iron and their distance apart	—		—		—		—		—	
How secured to the sides of the ship	—		—		—		—		—	
Size of vertical angle iron and their distance apart	—		—		—		—		—	
How secured to the sides of the ship	—		—		—		—		—	
Size of vertical angle iron and their distance apart	—		—		—		—		—	
How secured to the sides of the ship	—		—		—		—		—	
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How secured to the sides of the ship	—		—		—		—		—	
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How secured to the sides of the ship	—		—		—		—		—	
Size of vertical angle iron and their distance apart	—		—		—		—		—	
How secured to the sides of the ship	—		—		—		—		—	
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How secured to the sides of the ship	—		—		—		—		—	
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How secured to the sides of the ship	—		—		—		—		—	
Size of vertical angle iron and their distance apart	—		—		—		—		—	
How secured to the sides of the ship	—		—		—		—		—	
Size of vertical angle iron and their distance apart	—		—		—		—		—	
How secured to the sides of the ship	—		—		—		—		—	
Size of vertical angle iron and their distance apart	—		—		—		—		—	
How secured to the sides of the ship	—		—		—		—		—	
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How secured to the sides of the ship	—		—		—		—		—	
Size of vertical angle iron and their distance apart	—		—		—		—		—	
How secured to the sides of the ship	—		—		—		—		—	
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How secured to the sides of the ship	—		—		—		—		—	
Size of vertical angle iron and their distance apart	—		—		—		—		—	
How secured to the sides of the ship	—		—		—		—		—	
Size of vertical angle iron and their distance apart	—		—		—		—		—	
How secured to the sides of the ship	—		—		—		—		—	
Size of vertical angle iron and their distance apart	—		—		—		—		—	
How secured to the sides of the ship	—		—		—		—		—	
Size of vertical angle iron and their distance apart	—		—		—		—		—	
How secured to the sides of the ship	—		—		—		—		—	
Size of vertical angle iron and their distance apart	—		—		—		—		—	
How secured to the sides of the ship	—		—		—		—		—	
Size of vertical angle iron and their distance apart	—		—		—		—		—	
How secured to the sides of the ship	—		—		—		—		—	
Size of vertical angle iron and their distance apart	—		—		—		—		—	
How secured to the sides of the ship	—		—		—		—		—	
Size of vertical angle iron and their distance apart	—		—		—		—		—	
How secured to the sides of the ship	—		—		—		—		—	
Size of vertical angle iron and their distance apart	—		—		—		—		—	
How secured to the sides of the ship	—		—		—		—		—	
Size of vertical angle iron and their distance apart	—		—		—		—		—	
How secured to the sides of the ship	—		—		—		—		—	
Size of vertical angle iron and their distance apart	—		—		—		—		—	
How secured to the sides of the ship	—		—		—		—		—	
Size of vertical angle iron and their distance apart	—		—		—		—		—	
How secured to the sides of the ship	—		—		—		—		—	
Size of vertical angle iron and their distance apart	—		—		—		—		—	
How secured to the sides of the ship	—		—		—		—		—	
Size of vertical angle iron and their distance apart	—		—		—		—		—	
How secured to the sides of the ship	—		—		—		—		—	
Size of vertical angle iron and their distance apart	—		—		—		—		—	
How secured to the sides of the ship	—		—		—		—		—	
Size of vertical angle iron and their distance apart	—		—		—		—		—	
How secured to the sides of the ship	—		—		—		—		—	
Size of vertical angle iron and their distance apart	—		—		—		—		—	
How secured to the sides of the ship	—		—		—		—		—	
Size of vertical angle iron and their distance apart	—		—		—		—		—	
How secured to the sides of the ship	—		—		—		—		—	
Size of vertical angle iron and their distance apart	—		—		—		—		—	
How secured to the sides of the ship	—		—		—		—		—	
Size of vertical angle iron and their distance apart	—		—		—		—		—	
How secured to the sides of the ship	—		—		—		—		—	
Size of vertical angle iron and their distance apart	—		—		—		—		—	
How secured to the sides of the ship	—		—		—		—		—	
Size of vertical angle iron and their distance apart	—		—		—		—		—	
How secured to the sides of the ship	—		—		—		—		—	
Size of vertical angle iron and their distance apart	—		—		—		—		—	
How secured to the sides of the ship	—		—		—		—		—	
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How secured to the sides of the ship	—		—		—		—		—	
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How secured to the sides of the ship	—		—		—		—		—	
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How secured to the sides of the ship	—		—		—		—		—	
Size of vertical angle iron and their distance apart	—		—		—		—		—	
How secured to the sides of the ship	—		—		—		—		—	
Size of vertical angle iron and their distance apart	—		—		—		—		—	
How secured to the sides of the ship	—		—		—		—</			



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 Bulkheads

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

She has SAILS.

CABLES, &c.

ANCHORS, and their weights.

N <sup>o</sup> .		Fathoms.	Inches.	N <sup>o</sup> .	Weight.
1	Fore Sails,	Chain	300 1 1/2	3	36.0.3
2	Fore Top Sails,	Heaven Stream Cable	75 1 1/8	3	35.2.18
3	Fore Topmast Stay Sails,	Hawser <u>Tanned Manila</u>	90 7 1/2	1	35.0.8
4	Main Sails,	Towlines	90 10 1/2	1	11.0.0
5	Main Top Sails,	Warp	90 5 1/2	2	5.2.0
	and <u>other as required</u>	All of <u>good</u> quality.			3.0.0

Her Standing and Running Rigging Wire, Hemp Manila 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.**

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	<u>Special Survey 12<sup>th</sup> 62</u>
	2nd.	On the plating during the progress of rivetting	<u>First Survey 22<sup>nd</sup> Sep<sup>r</sup> 1863</u>
	3rd.	When the beams were in and fastened, and before the decks were laid	<u>Last Survey 21<sup>st</sup> Sept<sup>r</sup> 1865</u>
	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. Brerley Hill Staffordshire  
 X 300 fms 1 1/2 test to 59 tons Certificate dated 8<sup>th</sup> Jan<sup>y</sup> 1864 signed Wm Valentine  
 45 " 1 1/8 " " 22 3/4 " " 3 Dec<sup>r</sup> 1863 " John Valentine

Height of anchors & chains of stock	36.0.3 test to 33.2.2.0 mark R Lloyds 12 O. 14. 11. 64
	35.2.18 " " 32.16.3.14 " " 12 R 14. 11. 64
	35.1.3 " " 32.11.1.0 " " 12 N 14. 11. 64
	11.0.0 " " 12.17.2.0 " " 12 R 17. 11. 64
	5.2.0 " " 7.16.1.0 " " 12 O 17. 11. 64
5.0.0	5.10.0.0 " " 12 N 17. 11. 64

Tonnage under Deck about 1089 Signed Robert Burrill  
 " Deck " " 119 - J. C. Carter upon types

X 300 fms 1 1/2 chain tested at London Proving House & 59 tons  
 Certificate dated 29<sup>th</sup> March 1865 & signed Mr. Gladstone

Horn & main Mast 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, with 1/4, three angle 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 with still angle 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 Paint

I am of opinion this Vessel should be classed 12 A

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

Special .....£ 60: 8: -

Certificate (if required) .....£ -

Committee's Minute 21<sup>st</sup> April 1865

Character assigned 1 for 12 Years

Please deliver certificate to Mr. J. Williams Lloyd's Register Foundation  
 18 Austin Street

This Sailing Ship built of Iron (by Rules) appears eligible for Classification as recommended above.

April 20<sup>th</sup> 1865 J. H.

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