

IRON SHIPS.

No. 9601 Survey held at Newcastle Date 3^d February to 1st July 1865
 on the "New Pelton" Master Francis Page
 Tonnage Gross 630.36 Engine Room 142.31 Register 400.05 Built at Newcastle
 When Built 1865 Launched 10th April By whom built Palmer Bros & Co
 Owners J & Co Joicey Port belonging to Newcastle Destined Voyage London
 If Surveyed Afloat or in Dry Dock While building

Length aloft 100.4 Extreme Breadth 28 Depth from top of Upper Deck Beam to top of Floor 17.1 Power of Engines 80

Description	Inches in Ships.		Inches required per Rule.		Description of Iron.	Inches in Ship.		Inches required per Rule.	
	In Ship.	In Ship.	Inches.	Inches.		In Ship.	In Ship.	Inches.	Inches.
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	<u>21</u>		<u>21</u>		Stem, if bar iron, moulding and thickness	<u>7</u>	<u>2 3/4</u>	<u>7</u>	<u>2 3/4</u>
Floors, Size of Angle Iron, and No. <u>1x2</u> at bottom of Floor Plate	<u>4</u>	<u>3</u>	<u>7/16</u>	<u>4</u>	Stern-post, if bar iron, moulding and thickness	<u>9</u>	<u>4 1/2</u>	<u>7</u>	<u>5 1/2</u>
depth and thickness of Floor Plate at mid line	<u>17 1/2</u>	<u>7/16</u>	<u>17</u>	<u>7/16</u>	Keel, if bar iron, depth and thickness	<u>7</u>	<u>2 3/4</u>	<u>7</u>	<u>2 3/4</u>
depth and thickness of Floor Plate at Bilge Keelson	<u>7</u>	<u>7/16</u>	<u>4</u>	<u>7/16</u>	Garboard Plates, Breadth and thickness	<u>35</u>	<u>9/16</u>	<u>30</u>	<u>9/16</u>
Size of Reversed Angle Iron, and No. <u>1x2</u> at top of Floor Plate	<u>3</u>	<u>3</u>	<u>9/16</u>	<u>3</u>	From Garboard to upper part of Bilge		<u>9/16</u>		<u>9/16</u>
Frames, Size of Angle Iron, single or double	<u>4</u>	<u>3</u>	<u>7/16</u>	<u>4</u>	From upper part of Bilge to Sheerstrakes	<u>7/16</u>	<u>9/16</u>	<u>7/16</u>	<u>9/16</u>
Reversed Iron, to every frame	<u>3</u>	<u>3</u>	<u>9/16</u>	<u>3</u>	Sheerstrakes, Breadth and thickness	<u>42</u>	<u>9/16</u>	<u>30</u>	<u>9/16</u>
Beams, Deck (No. <u>42</u>) double Angle Iron, Plate, or Bulb Iron	<u>7</u>	<u>7/16</u>	<u>7</u>	<u>7/16</u>	Butt Straps to outside plating, Breadth and thickness	<u>8 1/2</u>	<u>6</u>	<u>9/16</u>	<u>6</u>
double or single Angle Iron, on top edge	<u>2 1/2</u>	<u>2 1/2</u>	<u>5/16</u>	<u>2 1/2</u>	Planksheers				
average space between	<u>3 feet 6 inches</u>				Gunwale Plate or Stringer on ends of Up. Dk Beams	<u>22</u>	<u>7/16</u>	<u>21</u>	<u>7/16</u>
if wood (No.) sided & moulded					Angle Iron on ditto	<u>4 1/2</u>	<u>3 1/2</u>	<u>7/16</u>	<u>4 1/2</u>
Hold, or Lower Deck (No. <u>33</u>) double Angle Iron, Plate, or Bulb Iron	<u>7</u>	<u>7/16</u>	<u>7</u>	<u>7/16</u>	Diagonal Tie Plates on Beams	<u>12</u>	<u>7/16</u>	<u>10 1/2</u>	<u>7/16</u>
double or single Angle Iron on top edge	<u>2 1/2</u>	<u>2 1/2</u>	<u>5/16</u>	<u>2 1/2</u>	Waterway	<u>12</u>	<u>8</u>	<u>6</u>	
average space between	<u>2nd & 4th frame alternate</u>				Deck	<u>3 1/2</u>			
if wood (No.) sided & moulded					Ceiling in Hold	<u>2 1/2</u>			
Paddle, wood, sided and moulded, or if Iron, size of Plate					Ceiling betwixt Decks	<u>18</u>	<u>9/16</u>		
Engine					Beam Clamps or Spirketting Shelf	<u>22</u>	<u>7/16</u>	<u>21</u>	<u>7/16</u>
Keelson, single plate, box, or intercostal	<u>24</u>	<u>7/16</u>			Stringer Plates on ends of Hold or Lower Dk Beams	<u>4 1/2</u>	<u>3 1/2</u>	<u>7/16</u>	<u>4 1/2</u>
Size of Plates	<u>14</u>	<u>7/16</u>	<u>4 1/2</u>	<u>3 1/2</u>	Spirketting between Decks	<u>12</u>	<u>7/16</u>	<u>10 1/2</u>	<u>7/16</u>
Size of Angle Irons	<u>4 1/2</u>	<u>3 1/2</u>	<u>7/16</u>	<u>4 1/2</u>	Stringer or Tie Plates outside Hatchways	<u>12</u>	<u>7/16</u>	<u>10 1/2</u>	<u>7/16</u>
into Bilge (No. <u>4</u>)	<u>4 1/2</u>	<u>3 1/2</u>	<u>7/16</u>	<u>4 1/2</u>	Deck Beam Clamps Spirketting	<u>4 1/2</u>	<u>3 1/2</u>	<u>7/16</u>	

Transoms, material Plate or, if none, in what manner compensated for. how secured to the sides of the ship to double framed and after one to single with 12 lbs. cast steel
 Night-heads, and Hawse Timbers oak chocks size of vertical angle iron and their distance apart 3x3x3/4 30° apart

Keel and Ribs extend in one length from keel to gunwale rivetted through plates with (3/4 in.) rivets, about (6) apart.
 The reverse angle irons on the floors extend in one length across the middle line from from to at double bottom to bilge

Keelson, how are the various lengths of plates or angle irons connected? by Butt straps

Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets (1 x 3/4 ins.) diameter averaging (4 x 3 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 (3/4 in.) diameter, averaging (3 ins.) from centre to centre of rivets.
 Butts from Keel to turn of bilge, worked carvel with a lining piece (7/16 x 7/16) thick, double or single rivetted; rivets (3/4 in.) diameter, averaging (3 ins.) from centre to centre of rivets. Do the lining pieces 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; rivets (3/4 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? No
 Edge of Sheerstrake, double or single rivetted?
 Butts from bilge to planksheers, worked carvel with a lining piece (7/16 x 7/16) thick, double or single rivetted; rivets (3/4 in.) diameter averaging (3 ins.) from centre to centre of rivets. Breadth of laps in double rivetting (4) Breadth of laps in single rivetting (2 3/4)

Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted?
 Planksheer, how secured to the plating of the sides Explain by sketch
 Waterway " " planksheer and to the Beams if necessary. Bolted to stringer & side plating.
 Deck Beams, how secured to the side? Bracket ends rivetted to plates
 Hold or Lower Deck " do
 Paddle " do

No. of breasthooks 4 crutches 5 how are pointers compensated?
 What description of iron is used for the angle iron and plate iron in the vessel?
Angle iron stamped HCKS & Palmer's best farrow
Plates stamped Palmer's best farrow
 Builder's Signature For Palmer Bros & Co
Wm. C. Leland

4213 En

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? no slips observed

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

Do the holes for rivetting plate to frames, lining pieces, or plate to plate, &c., conform well to each other? generally so and are the rivet holes well and sufficiently countersunk in the outer plate? generally so

Are there any rivets which either break into or have been put through the seams or butts of the plating? a few

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

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.		
N ^o .		Marked Lloyd's Regl	Fathoms.	Inches.	Marked Lloyd's Regl	No. Weight.
	Fore Sails,	120, 4.5.65	135	1 3/4	120, 4.5.65	18. 10. 0. 14
<u>one</u>	Fore Top Sails,	Chain 139, 20. 6. 65, 34	135	1 3/4	Bow 2, 14. 5. 65, 14. 2. 14	12. 14. 1. 14
	Fore Topmast Stay Sails,	Span Stream Cable	90	1 1/2	2, 21. 6. 65	14. 2. 14
	Main Sails,	Hawser	-	8	Stream,	7. 11. 20
<u>one</u>	Main Top Sails,	Towlines	-	6	Kedge,	3. 2. 12
and		Warp	-	5		1. 3. 14
		All of <u>good</u> quality.				

Her Standing and Running Rigging is sufficient in size and good in quality.

She has one Long Boat and two others

The present state of the Windlass is Good Capstan Good and Rudder Good Pumps 2 deck Pumps & Engine Pump

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
- Special Survey
per order no 4867
14th Nov-1864

This vessel has a double bottom about 127 feet long. She is constructed in all respects similar to the S S "Orwell," Report No 9419, and classed A.

In what manner are the surfaces preserved from oxidation? Red Lead, & Asphalt in bottom,

I am of opinion this Vessel should be classed A 1

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

John WMS Special£ 51 : 10 : :

Certificate (if required)£ 4 : : :

Committee's Minute 14th July 1865

Character assigned A 1

Double Bottom? MS WMS

J H Lister
This vessel appears eligible for Classing
A 1 as recommended above
July 11/65

The Queen's Harbour, 11 & 12, Broad Street, London, W.

