

4350

IRON SHIPS.

No. 9759 Survey held at Newcastle Date 12th July to 4th November 1865
 on the "Berrington" Master J. R. Bradley
 Tonnage under tonnage deck 614.50 Built at Newcastle When built 1865 Launched 3rd September
 Ditto of poop 14.04 or spar deck
 Ditto of engine room 140.92 By whom built Palmer & Co Owners H. J. Morton
 Total Register tonnage 487.70
 Gross Tonnage 620.62 Port belonging to Sunderland Destined Voyage London
 Surveyed while Building, Afloat, or in Dry Dock While 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.	N ^o . of Decks		
100.7		20		17.03		90		1		
(Dimensions of Ship per Register, length 100.7 breadth 20 depth 17.03)										
Keel, if bar iron, depth and thickness	Inches in Ship	Inches required per Rule for 600 tons Scale.				Plates in Garboard Strakes, breadth and thickness	Inches in Ship.	16ths in Ship.	Inches required per Rule.	16ths required per Rule.
" if plate iron, breadth and thickness	7 x 2 3/4	7 x 2 3/4				Ditto from Garboard to upper part of Bilges	3 6	9/16	30	9/16
Stem, if bar iron, moulding and thickness	7 x 2 3/4	7 x 2 3/4				" from upper part of Bilge to a perpendicular height from upper side of Keel of 3/4ths the entire depth of Hold		8/16		8/16
" if plate iron, breadth and thickness						" from 3/4ths depth of Hold to lower edge of Sheerstrake		7/16		7/16
Stern-post, if bar iron, moulding and thickness	9 x 4 1/2	7 x 5 1/2				" Sheerstrake, breadth and thickness	42	7/16 x 7/16	30	8/16
" " if plate iron, breadth and thickness						Butt Straps to outside plating, breadth and thickness				
Distance of Frames from moulding edge to moulding edge, all fore and aft	21	21				Gunwale Plate or Stringer on ends of Upper Deck Beams, breadth and thickness	9 x	9/16 to 7/16		
Frames, Size of Angle Iron, single or double	Inches. In Ship.	Inches. In Ship.	16ths. In Ship.	Inches. In Ship.	16ths. In Ship.	Angle Iron on ditto	4 1/2 x 3 1/2	7/16	25 1/2	8/16
" " Reversed Iron, to every frame or every frame	4 3	3	7/16	4 3	7/16	Stringer or Tie Plates fore and aft, on Upper Deck Beams, outside Hatchways	12	7/16	10 1/2	8/16
Floors, depth and thickness of Floor Plate at mid line	18	18 1/2	8/16			Diagonal Tie Plates on ditto	12	7/16	10 1/2	8/16
" Ditto ditto at Bilge Keelson	6					Planksheer, materials and scantlings				
" Size of Reversed Angle Iron, and No. at top of Floor Plate	3 3	3	6/16	3 2 3/4	6/16	Waterway ditto ditto	12 x 8 x 6			Red Pine
Beams, Deck (N ^o . 42) double Angle Iron, Plate, Tee, or Bulb Iron	7	7	7/16			Flat of Upper Deck, thickness and material	3 1/2			Yellow Pine
" " double or single Angle Iron, on top edge	2 1/2	2 1/2	6/16	2 1/2	5/16	" " how fastened to Beams				Muff & crew bolts
" " average space between	3 feet	6 inches				Ceiling between Decks and in Hold, thickness and material	2 1/2			Pine
" Hold, or Lower Deck (N ^o . 33) double Angle, Tee, Plate, or Bulb Iron	7	7	7/16			Clamps or Spiricketing plate ditto	18	7/16		
" " double or single Angle Iron on top edge	2 1/2	2 1/2	6/16	2 1/2	5/16	Stringer Plates on ends of Hold or Lower Deck Beams, breadth and thickness	22	7/16	19	8/16
" " average space between	2 nd x 4 th frame					Stringer or Tie Plates fore and aft outside Hatchways, on Hold or Lower Deck Beams	4 1/2 x 3 1/2	7/16	4 1/2 x 3 1/2	7/16
" Paddle, sided and moulded, thickness of Plate size of Angle Iron						Stringers in Hold	4 1/2 x 3 1/2	7/16	4 1/2 x 3 1/2	7/16
" Engine						Flat of Lower Deck, thickness and material				
Keelson, single or double plate, box, or intercostal	24	23	8/16			Main piece of Rudder, diameter at head	5 1/4		4 3/4	
" Size of Plates	14		7/16			" " " at heel	3		2 3/4	
" Size of Angle Irons	4 3	4 1/2	3 1/2	7/16		(Can the Rudder be unshipped afloat)				
" Side, single or d'ble, plate, box, or intercostal	3	3	6/16	4 1/2	3 1/2	Bulkheads, N ^o . 4 Thickness of				
" Bilge (No. 2) at each Bilge, single, or double, plate, or box	4 1/2	4 1/2	3 1/2	7/16	4 1/2	" Height up upper deck				

to spare grade

Transoms, material Plate or, if none, in what manner compensated for.
 Knight-heads, and Hawse Timbers oak chocks
 The Frames extend in one length from Keel to Gunwale rivetted through plates with (3/4 in.) rivets, about (5 1/2) apart
 The reverse angle irons on the floors extend in one length across the middle line from at double bottom to bilges, and
 " " " on the frames " from thence to hold beam stringer & alternate frames to deck,

Keelson, how are the various lengths of plates or angle irons connected? by Butt Straps
 Plates, Garboard, double or rivetted to keel, double or and at upper edge, with rivets (1 x 3/4 ins.) diameter, averaging (3 1/2 ins.) apart.
 " Edges from Garboards to upper part of bilge, worked clencher, double or single rivetted; with rivets (3/4 in.) diameter, averaging (2 3/4 ins.) apart.
 " Butts from Keel to turn of bilge, worked carvel with butt straps (9/16 to 8/16) thick, double or single rivetted; with rivets (3/4 in.) diameter, averaging (2 3/4 ins.) apart. Do the butt straps 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; with rivets (3/4 in.) diameter, averaging (2 3/4 in.) apart. Do the butt straps lap over and rivet through the lands of the strake below? No
 " Edges of Sheerstrake, double and single rivetted? At upper edge single At lower edge double
 " Butts from bilge to planksheers, worked carvel with butt straps (9/16 x 7/16) thick, double or single rivetted; with rivets (3/4 in.) diameter, averaging (2 3/4 ins.) apart. Breadth of laps in double rivetting (4/4) Breadth of laps in single rivetting (2 3/4)
 Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted? double rivetted
 Planksheer, how secured to the plating of the sides { Explain by sketch }
 Waterway " " planksheer and to the Beams { if necessary. } Bolted to stringer & outside plating
 Deck Beams, how secured to the side? Bracket ends rivetted to frames
 Hold or Lower Deck ditto do
 Paddle " " No. of breasthooks 5 crutches 4

What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.? Plate & angle iron marked Palmer's Best
 Manufacturer's name or trade mark Palmer's Best
 We certify that the above is a correct description of the several particulars therein given.
 Builder's Signature Robt Palmer's Limited Surveyor's Signature J. H. Siltman
W. C. Cleland

IRON 438-0511

4358 Gr

Workmanship. Are the lands or laps of the clenwork in all cases in breadth at least five and a half times the diameter of the rivets in double

riveted 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? No slip interspersed

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, butt straps, 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? Yes

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

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.

N ^o .	She has SAILS.	CABLES, &c., tested at <u>Lloyd's Lane Proving House</u>					ANCHORS, tested at <u>Lloyd's Lane Proving House</u>					
		No. on Chain seen by me.	No. and date on Certificate	Fathoms.	Inches.	Tested to Tons.	N ^o .	No. of Anchor seen by me.	No. and date on Certificate.	Weight. Ek. stock.	Tested to Tons.	
	Fore Sails,	Chain	547	547. 5.9.65	135	1 3/4	34.0.0.0	Bowers	1071	1071. 6.9.65	17.0.2418.7.3.11	
<u>one</u>	Fore Top Sails,	Hempen Chain	602	602. 28.9.65	135	1 7/8	34.0.0.0		1434	1434. 23.10.65	17.2.1218.14.1.14	
	Fore Topmast	Stream Cable			40	7/8			1239	1239. 30.9.65	14.1.015.16.3.14	
	Stay Sails,	Hawser			40	3		Stream	1		7.0.0	
<u>two</u>	Main Sails,	Towlines			40	6						
	Main Top Sails,	Warp			40	5		Kedges	2		3.2.0	
	and	All of <u>new</u> quality.									1.3.19	

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 and Engine Pump

Order for Special Survey	DATES of	1st.	2nd.	3rd.	4th.	5th.
No. <u>501</u>	Surveys held	On the several parts of the frame, when in place, and before the plating was wrought	On the plating during the progress of rivetting	When the beams were in and fastened, and before the decks were laid	When the ship was complete, and before the plating was finally coated	After the ship was launched
Date <u>24 Feb 1865</u>	while building					
Order for Ordinary Survey	as per					
No. <u>—</u>	Section 18.					
Date <u>—</u>						

State if she has a Spar Deck None Quarter deck 24 feet Peep or Forecastle

General Remarks,

This vessel has a double bottom about 127 feet long, she is constructed in all respects similar to the S.S. "New Pelton", Report No. 9601, and classed A,

In what manner are the surfaces preserved from oxidation? Inside Asphalte & Red Lead Ditto ditto Outside Paint

I am of opinion this Vessel should be Classed A I

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

Special £ 31 : 9 : Certificate (if required) £ : : :

Committee's Minute 7 November 1865

Character assigned A I

J. H. Gilman
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The apparatus eligible for Class... as recommended above
Lloyd's Register
Foundation
Nov 6/65

* Name of the Surveyor on, 44th Canal Exchange, E.C.