

IRON SHIPS.

Survey held at Newcastle Date 19th June to 9th November Recd 13/11/65
1865

Ship's name "J. M. Strachan" Master J. Emery
 Tonnage under deck 711.85 Built at Newcastle When built 1865 Launched 12th August
 of poop or upper deck 48.47
 of engine room 168.13 By whom built Messrs Palmer & Co Owners J. Clark & others
 Register tonnage 542.19 Port belonging to London Destined Voyage London
 Gross Tonnage 760.32

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.	No. of Decks
149.8		28.1		17.43		80		1
Dimensions of Ship per Register, length <u>149.8</u> breadth <u>28.1</u> depth <u>17.43</u>								
Keel, if bar iron, depth and thickness	Inches in Ship.		Inches required per Rule for 700 tons Scale.		Plates in Garboard Strakes, breadth and thickness			
" if plate iron, breadth and thickness	7 x 2 1/2		7 1/4 x 2 3/4		40 9/16 x 30 19/16			
Stem, if bar iron, moulding and thickness	7 x 2 1/2		7 1/4 x 2 3/4		Ditto from Garboard to upper part of Bilge.. 8/16 x 9/16			
" if plate iron, breadth and thickness	7 x 2 1/2		7 1/4 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 7/16 x 8/16			
Stern-post, if bar iron, moulding and thickness	8 1/2 x 5 1/2		7 1/4 x 5 1/2		" from 3/4ths depth of Hold to lower edge of Sheerstrake 7/16 x 9/16 x 8/16			
" if plate iron, breadth and thickness	8 1/2 x 5 1/2		7 1/4 x 5 1/2		" Sheerstrake, breadth and thickness 33 8/16 x 30 9/16			
Distance of Frames from moulding edge to moulding edge, all fore and aft	21		21		Butt Straps to outside plating, breadth and thickness 8 1/2 x 9/16 to 7/16			
Frames, Size of Angle Iron, single or double	4 3		7/16 x 4 1/4 3 9/16		Gunwale Plate or Stringer on ends of Upper Deck Beams, breadth and thickness 24 7/16 x 28 1/2 9/16			
" Reversed Iron, to every frame or every frame	3 3		9/16 x 3 2 3/4 7/16		Angle Iron on ditto 1 1/4 x 3 3/4 x 7/16 4 3/4 x 3 3/4 x 9/16			
Floors, depth and thickness of Floor Plate at mid line	18 7/16		18 9/16		Stringer or Tie Plates fore and aft, on Upper Deck Beams, outside Hatchways 12 7/16 x 10 1/2 9/16			
" Ditto ditto at Bilge Keelson	8		-		Diagonal Tie Plates on ditto 12 7/16 x 10 1/2 9/16			
" Size of Reversed Angle Iron, and No. at top of Floor Plate	3 3		9/16 x 3 2 3/4 7/16		Planksheer, materials and scantlings			
Beams, Deck (N ^o . 45) double Angle Iron, Plate, Tee, or Bulb Iron	7 7/16		7 7/16		Waterway ditto ditto 12 x 8 x 6 Red Pine			
" double or single Angle Iron, on top edge	2 1/2 2 1/2 5/16		2 1/2 2 1/2 5/16		Flat of Upper Deck, thickness and material 3 1/2 Yellow Pine			
" average space between	3 feet 6 inches				" how fastened to Beams Nut & screw bolts			
" Hold, or Lower Deck (N ^o . 32) double Angle, Tee, Plate, or Bulb Iron	7 7/16		7 7/16		Ceiling betwixt Decks and in Hold, thickness and material 2 1/2 Pine			
" double or single Angle Iron, on top edge	2 1/2 2 1/2 5/16		2 1/2 2 1/2 5/16		Clamps or Spirketting ditto			
" average space between	2 nd & 4 th frame				Stringer Plates on ends of Hold or Lower Deck Beams, breadth and thickness 24 8/16 21 9/16			
" Paddle, sided and moulded, thickness of Plate size of Angle Iron					Stringer or Tie Plates fore and aft outside Hatchways, on Hold or Lower Deck Beams <u>single iron</u> 4 1/2 x 3 1/2 x 7/16 4 3/4 x 3 3/4 x 9/16			
" Engine					Stringers in Hold <u>double angle iron</u> 4 1/2 x 3 1/2 x 7/16 4 3/4 x 3 3/4 x 9/16			
Keelson, single or double plate, box, or intercostal	24 7/16		22 9/16		Flat of Lower Deck, thickness and material			
" Size of Plates top of floors	18 7/16				Main piece of Rudder, diameter at head 5 1/2 5			
" Size of Angle Irons	4 3 7/16		4 3/4 3 3/4 8/16		" " " at heel 3 3/4 3			
" Side, single or double, plate, box, or intercostal	3 2 1/2 9/16				(Can the Rudder be unshipped afloat) <u>Yes</u>			
" Bilge (No. 2) at each Bilge, single, or double, plate, or box	4 1/2 3 1/2 7/16		4 3/4 3 3/4 8/16		Bulkheads, N ^o . 4 Thickness of 9/16			

6 brass plates

Transoms, material Plate or, if none, in what manner compensated for.

Right-heads, and Hawse Timbers Chocks

Frames extend in one length from Keel to Gunwale rivetted through plates with (3/4 in.) rivets, about (6) apart.

at double bottom and connected by single plates

reverse angle irons on the floors extend in one length across the middle line from at double to bottom to bilges and

" " " on the frames " from sheer to hold Beams, stringer & alternately to deck

How are the various lengths of plates or angle irons connected? by Butt Straps

Garboard, double rivetted to keel, double or and at upper edge, with rivets (1 x 3/4 ins.) diameter, averaging (3/4 x 2 1/4) 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 x 9/16) 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 (8/16 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 5/8)

But 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 Bolted to stringer & outside plating

Deck Beams, how secured to the side? Bracket ends rivetted to frames

Hold or Lower Deck ditto do

Middle " " do

No. of breasthooks 5 crutches 4

What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.?

Manufacturer's name or trade mark Angle iron, Stamped Bealington, Plates Palmers Best Iron

We certify that the above is a correct description of the several particulars therein given.

Owner's Signature For Palmers Limited Surveyor's Signature J. H. Silberman

William Colcland

IRON 438-0522

43409

Are the lands or laps of the clenwork in all cases in breadth at least five 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 delamination? Yes

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

Do the holes for rivetting plate to frames, butt straps, or plate to plate, &c., conform well to each other? generally so and are they 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.)

She has SAILS.		CABLES, &c., tested at <u>Lloyd's Reg. Proving House</u>				ANCHORS, tested at <u>Lloyd's Reg. Proving House</u>					
No.		No. on Chain seen by me.	No. and date on Certificate	Fathoms.	Inches.	Tested to Tons.	No.	No. on Anchor seen by me.	No. and date on Certificate.	Weight Ex. Stock.	Tested to Tons.
<u>one</u>	Fore Sails,	596	596.25.9.65	120	1 7/8	37.6.0.0		665	665.18.7.65	18.0.6.19.2.0.	
	Fore Top Sails,	605	605.14.10.65	150	1 7/8	37.6.0.0	3	666	666.18.7.65	18.3.26.19.17.2.0.	
	Fore Topmast Stay Sails,			90	1 7/8			667	667.18.7.65	15.3.14.7.5.1.7	
<u>one</u>	Main Sails,			90	8					8.0.21	
	Main Top Sails,			90	6						
	Warp			90	5					3.3.7	
	All of <u>new</u> quality.									1.3.26	

Her Standing and Running Rigging is 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 2 deck Pump and Engine Pump

Order for Special Survey No. 514 Date 22 June 1865 while building

Order for Ordinary Survey No. - Date - as per Section 18.

DATES of Surveys held

- 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

State if she has a Spar Deck Raised 2. Deck 1st. Deck 1st. Forecastle

General Remarks, This vessel has a double bottom about 112 feet 6 inches long, she is constructed in all respects similar to the S.S. "New Pelton", Report No 9681, and classed A.

In what manner are the surfaces preserved from oxidation? Inside Red lead and paint Outside do do

I am of opinion this Vessel should be Classed A

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

Special £ 30 : : :
Certificate (if required) £ 4 : : :

Committee's Minute 14 November 1865

Character assigned A

J. H. Saltman
2019
Lloyd's Register Foundation

* Mr. P. H. Wright & Co. Shipwrights & Shipowners, Newcastle-on-Tyne