

# IRON SHIPS.

No. *8592* Survey held at *Lunderland* Date *12<sup>th</sup>* *October*  
on the *Screw Steamer "Neva"* Master

Tonnage under tonnage deck 722.00 Built at Sunderland When built 1865 Launched 19 September  
Ditto of poop or spar deck 115.32 By whom built J. B. Oswald & Co. Owners Dunkley & Co.  
Ditto of engine room 142.45 Port belonging to Hull Destined Voyage \_\_\_\_\_  
Total Register tonnage 725.47  
Gross tonnage 747.82  
If Surveyed while Building, Afloat, or in Dry Dock while Building, and Afloat,

[illegible]

The Frames extend in one length from Kee to Gumwali rivetted through plates with ( $\frac{3}{4}$  in.) rivets, about ( 6 <sup>in</sup> ) apart. The reverse angle irons on the floors extend ~~in one length~~ across the middle line ~~from~~ above the Gold Room stringers on "every frame" on the frames " " " and from Kee to Gumwali on alternate frames

Keelson, how are the various lengths of plates or angle irons connected? See cuts of angle irons, and ball iron between properly shifted.  
Plates, Garboard, double  rivetted to keel, double  at upper edge, with rivets ( $\sqrt{\frac{9}{4}}$  ins.) diameter, averaging ( $2\frac{1}{2}$  in.) apart.

Edges from Garboards to upper part of bilge, worked clencher, double ~~or single~~ rivetted; with rivets ( $\frac{3}{4}$  in.) diameter, averaging ( $\frac{1}{2}$  ins.) apart.

Butts from Keel to turn of bilge, worked carvel with butt straps ( $\frac{11 \times 2}{8}$ ) thick, double ~~or single~~ rivetted; with rivets ( $\frac{3}{8}$  in.) diameter, averaging ( $2\frac{1}{2}$  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 ( $\frac{3}{4}$  in.) diameter, averaging ( $2\frac{1}{2}$  in.) apart. Do the butt straps lap over and rivet through the lands of the strake below? No

Edges of Sheerstrake, double ~~or single~~ rivetted † At upper edge and at \_\_\_\_\_ At lower edge \_\_\_\_\_

Butts from bilge to planksheers, worked carvel with butt straps (  $\frac{11}{16}$  ) thick, double ~~or single~~ rivetted; with rivets (  $\frac{3}{4}$  in.) diameter, averaging (  $2\frac{1}{2}$  ins.) apart. Breadth of laps in double rivetting (  $4\frac{1}{2}$  ) Breadth of laps in single rivetting ( *All double rivetted* )

Butt Straps of Keelsons, <sup>partly bolted</sup> Stringer and Tie Plates, double or single rivetted? Double

Planksheer, how secured to the plating of the sides  
Waterway " " planksheer and to the Beams

Explain by sketch  
if necessary.

*See sketch sent with the file. (Report 00025) -*

Deck Beams, how secured to the side? Turned down at the ends and rivetted to the frames.

Hold or Lower Deck ditto	The same as Deck	7	7
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Paddle " " \_\_\_\_\_ No. of breasthooks Four crutches Four

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

Manufacturer's name or trade mark \_\_\_\_\_

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

Builder's Signature \_\_\_\_\_ Surveyor's Signature Charles A. Lawrence

IRON 439-0024



**Workmanship.** Are the lands or laps of the clenchwork in all cases in breadth at least five and a half times the diameter of the rivets in double rivetted edges and butts, and at least three and a quarter times the diameter of the rivets where single rivetting is admitted? *They are*  
 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? *Solid with single pieces*  
 Do the holes for rivetting plate to frames, butt straps, or plate to plate, &c., conform well to each other? *Yes* and are the rivet holes well and sufficiently countersunk in the outer plate? *They are*  
 Are there any rivets which either break into or have been put through the seams or butts of the plating? *very few*

Her Masts, Bowsprit, Yards, &c., are *of Red Pine* 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.

4394 En

She has SAILS.			CABLES, &c.			ANCHORS, and their weights.		
N <sup>o</sup> .			Fathoms.	Inches.	Tested to Tons.	N <sup>o</sup> .	Weight. Ex. Stock	Tested to Tons.
<i>One</i>	Fore Sails,	Chain .....	<i>270</i>	<i>1 1/4</i>	<i>37.4.0.0</i>	Bowers, <i>Porter's patent</i>	<i>3</i>	<i>16.1.0 = 17.11.3.0</i>
<i>full</i>	Fore Top Sails,	Hempen Stream Cable .....	<i>90</i>	<i>9 1/2</i>		"	"	<i>18.3.16 = 19.15.1.0</i>
<i>Suit</i>	Fore Topmast Stay Sails,	Hawser <i>Chains</i> .....	<i>60</i>	<i>7 1/2</i>		"	"	<i>18.2.0 = 19.8.3.0</i>
	Main Sails,	Towlines .....	<i>75</i>	<i>7</i>		Stream, .....	<i>1</i>	<i>8.1.0</i>
	Main Top Sails,	Warp .....	<i>75</i>	<i>5 1/2</i>		Kedges, .....	<i>2</i>	<i>4.0.0</i>
and		All of <i>good</i> quality.	<i>75</i>	<i>5</i>				<i>2.1.7</i>
Her Standing and Running Rigging <i>Wire &amp; Lumps</i> sufficient in size and <i>good</i> in quality.								
She has <i>one</i> Life Long Boat and <i>Lothies</i>								
The present state of the Windlass is <i>secure</i> Capstans <i>2, 1/2 inches</i> and Rudder <i>and</i> Pumps <i>new and Good</i>								

Order for Special Survey DATES of  
 No. *1705* Surveys held  
 Date *23 May 1865* while building  
 Order for Ordinary Survey as per  
 No. *—* Section 18.  
 Date *—*  
 1st. On the several parts of the frame, when in place, and before the plating was wrought *Built under*  
 2nd. On the plating during the progress of rivetting *Special Survey*  
 3rd. When the beams were in and fastened, and before the decks were laid *from 24th May*  
 4th. When the ship was complete, and before the plating was finally coated *to the present date*  
 5th. After the ship was launched

State if she has a Spar Deck *No* Poop *11 1/2 ft long* or Forecastle *15 ft long*

**General Remarks,**

*This Screw Steamer is a similar vessel in every respect to the "Hile" (Report No. 1705) and owned by the same parties. The Committee having declined to give that vessel the class contemplated, in consequence of the Tonnage being in excess of the Rules applicable to the scantlings &c on which she was built, does not wish to have this vessel classed, consequently this Report is not signed by him, and we have not been able to obtain the Custom House measurement. The Builder states there is only one ton difference between this vessel and the "Hile".*

*The testing certificates of Anchors and Chain cables, have been produced, issued from the Lipton proving machine and signed by Mr. Dav. Logan*

In what manner are the surfaces preserved from oxidation? Inside *With Portland cement to pipes, & with paint*  
 Ditto ditto Outside *Well coated with Paint*

I am of opinion this Vessel should be Classed  
 The amount of the Fee .....£ 5 : - : - is received by me,  
 Special .....£ 43 : 7 : - } *not paid*  
 Certificate (if required) .....£ - : - : -

Committee's Minute 18

Character assigned



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