

# IRON SHIPS.

Survey held at Newcastle Date 31<sup>st</sup> August 1864 to 24<sup>th</sup> November 1864  
 on the S.S. "Basilisk" Master D. Medley  
 Tonnage under tonnage deck 608.86 Built at Newcastle When built 1865 Launched 23<sup>rd</sup> Sep. 1865  
 Ditto of poop & stern spar deck 40.46  
 Ditto of engine room 129.77 By whom built Bainbridge, Dewy & Cooper Owners Robt. Ellis  
 Total Register tonnage 579.55  
 Gross Tonnage 649.32 Port belonging to South Shields Destined Voyage South America  
 If Surveyed while Building, Afloat, or in Dry Dock while building

Length aloft 201.5 Feet. Inches. Extreme Breadth 27.15 Feet. Inches. Depth from top of Upper Deck Beam to top of Floor 15.0 Feet. Inches. Power of Engines 80 Horse. N<sup>o</sup>. of Decks 1

(Dimensions of Ship per Register, length 201.5 breadth 27.15 depth 15.0)

	Inches in Ship.	Inches required per Rule.	Inches in Ship.	Inches required per Rule.	Plates in Garboard Strakes, breadth and thickness	Inches in Ship.	16ths in Ship.	Inches required per Rule.
Keel, if bar iron, depth and thickness	<u>7 x 2 1/2</u>	<u>7 x 2 3/4</u>			Ditto from Garboard to upper part of Bilges	<u>9/16</u>		
„ if plate iron, breadth and thickness	<u>7 x 2 1/2</u>	<u>7 x 2 3/4</u>			„ from upper part of Bilge to a perpendicular height from upper side of Keel of 3/4ths the entire depth of Hold	<u>9/16</u>		
Stem, if bar iron, moulding and thickness	<u>8 3/4 x 4</u>	<u>7 x 5 1/2</u>			„ from 3/4ths depth of Hold to lower edge of Sheerstrake	<u>7/16</u>		
„ if plate iron, breadth and thickness	<u>21</u>	<u>21</u>			„ Sheerstrake, breadth and thickness	<u>30 1/2</u>	<u>9/16</u>	<u>30</u>
Stern-post, if bar iron, moulding and thickness					Butt Straps to outside plating, breadth and thickness	<u>9 x 1/16</u>	<u>5/16</u>	<u>7/16</u>
„ „ if plate iron, breadth and thickness					Gunwale Plate or Stringer on ends of Upper Deck Beams, breadth and thickness	<u>2 1/2</u>	<u>10/16</u>	<u>28/16</u>
Distance of Frames from moulding edge to moulding edge, all fore and aft	<u>21</u>	<u>21</u>			Angle Iron on ditto	<u>4 1/2 x 3</u>	<u>7/16</u>	<u>4 1/2</u>
Frames, Size of Angle Iron, single or double	<u>3 1/2</u>	<u>3</u>	<u>7/16</u>	<u>4</u>	Stringer or Tie Plates fore and aft, on Upper Deck Beams, outside Hatchways	<u>14 x 1/16</u>	<u>10</u>	<u>10</u>
„ „ Reversed Iron, if to every frame or every frame	<u>3</u>	<u>2 3/4</u>	<u>9/16</u>	<u>3</u>	Diagonal Tie Plates on ditto	<u>14</u>	<u>9/16</u>	<u>10</u>
Floors, depth and thickness of Floor Plate at mid line	<u>16</u>	<u>16</u>	<u>7/16</u>	<u>17</u>	Planksheer, materials and scantlings			
„ Ditto ditto at Bilge Keelson	<u>6</u>	<u>6</u>	<u>7/16</u>	<u>6</u>	Waterway ditto ditto	<u>Gutter</u>	<u>15/16</u>	<u>15/16</u>
„ Size of Reversed Angle Iron, and No. at top of Floor Plate	<u>3</u>	<u>2 3/4</u>	<u>9/16</u>	<u>3</u>	Flat of Upper Deck, thickness and material	<u>3 1/2</u>	<u>Yellow Pine</u>	<u>3 1/2</u>
Beams, Deck (N <sup>o</sup> . <u>43</u> ) double Angle Iron, Plate, Tee, or Bulb Iron	<u>7</u>	<u>7</u>	<u>7/16</u>	<u>6 3/4</u>	„ „ how fastened to Beams	<u>Nut &amp; screw</u>		
„ „ double or single Angle Iron, on top edge	<u>2 3/4</u>	<u>2 1/2</u>	<u>9/16</u>	<u>2 1/2</u>	Ceiling betwixt Decks and in Hold, thickness and material	<u>2 1/2</u>	<u>Pine to be battens above</u>	<u>2 1/2</u>
„ „ average space between	<u>3 feet 6 inches</u>				Clamps or Spirketting plate ditto	<u>14</u>	<u>7/16</u>	<u>10</u>
„ Hold, or Lower Deck (N <sup>o</sup> . <u>34</u> ) double Angle, Tee, Plate, or Bulb Iron	<u>7</u>	<u>7</u>	<u>7/16</u>	<u>6 3/4</u>	Stringer Plates on ends of Hold or Lower Deck Beams, breadth and thickness	<u>2 1/4</u>	<u>8</u>	<u>8</u>
„ „ double or single Angle Iron, on top edge	<u>3</u>	<u>2 3/4</u>	<u>9/16</u>	<u>3</u>	Stringer or Tie Plates fore and aft outside Hatchways, on Hold or Lower Deck Beams	<u>14 1/4</u>	<u>9/16</u>	<u>10</u>
„ „ average space between	<u>2nd x 4th frame</u>				Stringers in Hold double angle iron	<u>4 1/2 x 3</u>	<u>7/16</u>	<u>4 1/2</u>
„ Paddle, sided and moulded, thickness of Plate size of Angle Iron					Flat of Lower Deck, thickness and material	<u>7</u>	<u>7/16</u>	<u>7</u>
„ Engine					Main piece of Rudder, diameter at head	<u>4 1/2</u>	<u>4 1/2</u>	<u>4 1/2</u>
Keelson, single or double plate, box, or intercostal	<u>21</u>	<u>21</u>	<u>9/16</u>	<u>20 1/2</u>	„ „ at heel	<u>2 3/4</u>	<u>2 3/4</u>	<u>2 3/4</u>
„ Size of Plates top of floor	<u>24</u>	<u>24</u>	<u>9/16</u>	<u>11 1/2</u>	(Can the Rudder be unshipped afloat <u>Yes</u> )			
„ Size of Angle Irons	<u>4 1/2</u>	<u>3</u>	<u>7/16</u>	<u>4 1/2</u>	Bulkheads, N <sup>o</sup> . <u>4</u> Thickness of <u>9/16</u>			
„ Side, single or double, plate, box, or intercostal	<u>4 1/2</u>	<u>3</u>	<u>7/16</u>	<u>4 1/2</u>	„ Height up to upper deck, affore to hold beams			
„ Bilge (N <sup>o</sup> . <u>1</u> ) at each Bilge, single, or double, plate, or box	<u>4 1/2</u>	<u>3</u>	<u>7/16</u>	<u>4 1/2</u>	„ how secured to the sides of the ship <u>Double frames</u>			
					„ size of vertical angle irons <u>3 x 3 1/4</u> and their distance apart <u>30</u>			

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

Knight-heads, and Hawse Timbers Shocks

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

The reverse angle irons on the floors extend in one length across the middle line from the middle line to hold beams and alternately to decks, cut in way of double bottom & angle iron frames doubled

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 (1/16 in.) diameter, averaging (3/4 in.)

„ Edges from Garboards to upper part of bilge, worked clencher, double or single rivetted; with rivets (3/4 in.) diameter, averaging (2 3/4 in.)

„ Butts from Keel to turn of bilge, worked carvel with butt straps (1/16 x 9/16) thick, double or single rivetted; with rivets (3/4 in.)

averaging (2 3/4 in.) 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 to 7/16) thick, double or single rivetted; with rivets (3/4 in.)

averaging (2 3/4 in.) apart. Breadth of laps in double rivetting (4 1/4) Breadth of laps in single rivetting (2 5/8)

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 Gutter waterway

Waterway „ „ planksheer and to the Beams if necessary.

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

Hold or Lower Deck ditto No

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.?

Manufacturer's name or trade mark Single iron marked H.C.V.S. Plates Shoother

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

Builder's Signature Bainbridge, Dewy & Cooper Surveyor's Signature H. L. L. L.

MS. 439. 0036



laps of the clenchwork in all cases in breadth at least five and a half times the diameter of the rivets in double  
least three and a quarter times the diameter of the rivets where single rivetting is admitted? Yes  
of the carvel work of the butts lay close together throughout their length without requiring any making good of deficiencies? Yes  
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  
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  
here any rivets which either break into or have been put through the seams or butts of the plating? a few

4406 Iron

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.

SAILS.		CABLES, &c.,		tested at <u>Lloyd's Register Proving House</u>		ANCHORS, tested at <u>Sunderland Proving House</u>	
		No. on Chain seen by me.	No. and date on Certificate	Fathoms.	Inches.	Tested to. Tons.	No.
Fore Sails,	Chain .....	595	595.25.4.65	90	1 1/2	31.0.0.0	
Fore Top Sails,	Hemp	706	706.27.10.65	150	1 3/16	31.0.0.0	3
Fore Topmast Stay Sails,	Stream Cable			90	3/4		
Main Sails,	Hawser .....			90	8		1
Main Top Sails,	Towlines .....			70	6 1/2		
	Warp .....			70	6		2
	All of <u>new</u> quality.			70	5 1/2		

Her Standing and Running Rigging is 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 Pump & Engine

r for Special Survey	DATES of	1st.	On the several parts of the frame, when in place, and before the plating was wrought	} <i>Special</i> <i>Survey</i>
No. <i>460</i>	Surveys held	2nd.	On the plating during the progress of rivetting	
ate <i>26 July 1864</i>	while building	3rd.	When the beams were in and fastened, and before the decks were laid	
r for Ordinary Survey	as per	4th.	When the ship was complete, and before the plating was finally coated	
No. <i>—</i>	Section 18.	5th.	After the ship was launched	

State if she has a Spar Deck Raised Quarter deck 59 feet or Forecastle —

Remarks, When this vessel was commenced she was intended to be about  
as per enclosed tracing of midship section (marked No 1) submitted in  
by 1864; but when half in frame, the Builders decided to increase her depth  
submitted an amended section (marked No 2) also herewith, and giving the  
tonnage as 595 tons, a raised Quarter deck has since been added, and now  
completed, the gross tonnage proves to be 649.32 tons,  
intercostal middle line keelson had been fitted all fore and aft to  
compensate for deficiency in depth and thickness of floor plates as recom-  
ended by the Secretary of the 17th March last; she had also fitted on the floor  
between the middle line and bilge keelson double angle irons 4 1/2 x 3 x 1/16 with bulb  
in between, extending from fore side of double bottom forward, the short  
ones have all been properly scarphed, and a clamp plate 14 x 1/16 fitted  
at the joints as shown on tracing, extending all fore and aft,  
she had a double bottom extending from the Engine Room Bulkhead 5 1/2 ft  
ward, had also an Iron deck fitted on the hold beams fore side of fore Bulkhead  
etc, also for water Ballast; The middle line keelson above the floors is  
and forward fore side of tank 11 inches high; The keel is 1/4 less than the size  
given in table G, thicker garboard plates have been fitted with a view to com-  
pensate for this; The outside plating is up to the thickness required for

In what manner are the surfaces preserved from oxidation? Inside Cement & Red lead

Class to the 600 tons scale; She has been built under Special  
Survey for the Class, but as the  
I am of opinion this Vessel should be Classed Survey  
The amount of the Fee ..... £ 5 : : : is received by me, tonnage now proves to be more  
Special ..... £ 32 : 9 : : than the Builders anticipated, and brings  
Certificate (if required) ..... £ : : : some of the scantlings under the size, I

Committee's Minute 28th November 1865 they respectfully submit the Class  
for the consideration of the Committee,

Character assigned Fe 1  
Com. Min W. H. C. R.  
Dec 1865 W. H. C. R.  
Lloyd's Register