

IRON SHIPS.

Run 9/4/66

No. 9918 Survey held at Newcastle Date 23rd October 1865 to 6th April 1866
 on the S.S. "Palmyra" Master L. Steniland
 Tonnage under tonnage deck 795.26 Built at Newcastle When built 1865 & 66 Launched 30th January 1866
 Ditto of poop or spar deck _____ By whom built Palmer's Shipbuilding Company Owners P. Kernell
 Ditto of engine room 173.30 Port belonging to London Destined Voyage Italy
 Total Register tonnage 621.96
 Gross Tonnage 795.26
 Surveyed while Building, Afloat, or in Dry Dock While building

Length aloft 211.3 Extreme Breadth 28.15 Depth from top of Upper Deck Beam to top of Floor 17.70 Power of Engines 90 Horse. No. of Decks 1

Dimensions of Ship per Register, length 211.3 breadth 28.15 depth 17.45

| | Inches in Ship | | Inches required per Rule for 400 tons Scale | | Inches in Ship | | Inches required per Rule | | Inches In Ship | 16ths In Ship | Inches required per Rule | 16ths required per Rule |
|--|-----------------|-------|---|-------|-----------------|-------|--------------------------|-------|----------------|---------------|--------------------------|-------------------------|
| Keel, if bar iron, depth and thickness | 7/4 | 23/4 | 7/4 | 23/4 | 7/4 | 23/4 | 7/4 | 23/4 | 40 | 11/16 | 30 | 7/16 |
| „ if plate iron, breadth and thickness | 7/4 | 23/4 | 7/4 | 23/4 | 7/4 | 23/4 | 7/4 | 23/4 | | 10/16 | | 10/16 |
| Stem, if bar iron, moulding and thickness | 7/4 | 23/4 | 7/4 | 23/4 | 7/4 | 23/4 | 7/4 | 23/4 | | 9/16 | | 9/16 |
| „ if plate iron, breadth and thickness | 7/4 | 23/4 | 7/4 | 23/4 | 7/4 | 23/4 | 7/4 | 23/4 | | 9/16 | | 9/16 |
| Stern-post, if bar iron, moulding and thickness | 8/4 | 5 3/8 | 7/4 | 5 1/2 | 7/4 | 5 1/2 | 7/4 | 5 1/2 | | 8/16 | | 8/16 |
| „ if plate iron, breadth and thickness | 7/4 | 5 1/2 | 7/4 | 5 1/2 | 7/4 | 5 1/2 | 7/4 | 5 1/2 | | 8/16 | | 8/16 |
| Distance of Frames from moulding edge to moulding edge, all fore and aft | 21 | | 21 | | 21 | | 21 | | | | | |
| Frames, Size of Angle Iron, single or double | 4 | 3 | 8/16 | 4 1/4 | 3 | 8/16 | 4 1/4 | 3 | 31 1/2 | 10/16 | 30 | 10/16 |
| „ Reversed Iron, if to every frame or every frame | 3 | 3 | 7/16 | 3 | 2 3/4 | 7/16 | 3 | 2 3/4 | 24 | 8/16 | | |
| Floors, depth and thickness of Floor Plate at mid line | 18 | 9/16 | 18 | 9/16 | 18 | 9/16 | 18 | 9/16 | 9 x | 11/16 | to 8/16 | |
| „ Ditto ditto at Bilge Keelson | 8 | | 8 | | 8 | | 8 | | | | | |
| „ Size of Reversed Angle Iron, and No. at top of Floor Plate | 3 | 3 | 7/16 | 3 | 2 3/4 | 7/16 | 3 | 2 3/4 | | | | |
| Beams, Deck (No. 53) double Angle Iron, Plate, Tee, or Bulb Iron | 7 | 7/16 | 7 | 7/16 | 7 | 7/16 | 7 | 7/16 | | | | |
| „ double or single Angle Iron, on top edge | 2 3/4 | 2 3/4 | 9/16 | 2 1/2 | 2 1/2 | 5/16 | 2 3/4 | 2 1/2 | | | | |
| „ average space between | 3 feet | | 3 inches | | 3 feet | | 3 inches | | | | | |
| „ Hold, or Lower Deck (No. 30) double Angle, Tee, Plate, or Bulb Iron | 7 | 7/16 | 7 | 7/16 | 7 | 7/16 | 7 | 7/16 | | | | |
| „ double or single Angle Iron on top edge | 2 3/4 | 2 3/4 | 9/16 | 3 | 2 3/4 | 7/16 | 2 3/4 | 2 3/4 | | | | |
| „ average space between | 2nd & 4th frame | | | | 2nd & 4th frame | | | | | | | |
| „ Paddle, sided and moulded, thickness of Plate size of Angle Iron | | | | | | | | | | | | |
| „ Engine | | | | | | | | | | | | |
| Keelson, single or double plate, box, or intercostal | 24 | 9/16 | 23 | 9/16 | 24 | 9/16 | 23 | 9/16 | | | | |
| „ Size of Plates top of floor | 14 1/2 | 6/16 | 14 1/2 | 6/16 | 14 1/2 | 6/16 | 14 1/2 | 6/16 | | | | |
| „ Size of Angle Irons | 5 | 3 1/2 | 8/16 | 4 3/4 | 3 3/4 | 8/16 | 5 | 3 3/4 | | | | |
| „ Side, single or double, plate, box, or intercostal | 3 | 3 | 8/16 | 4 3/4 | 3 3/4 | 8/16 | 3 | 3 3/4 | | | | |
| „ Bilge (No. 2) at each Bilge, single, or double, plate, or box | 5 | 3 1/2 | 8/16 | 4 3/4 | 3 3/4 | 8/16 | 5 | 3 3/4 | | | | |

Plates in Garboard Strakes, breadth and thickness 40 11/16 30 7/16
 Ditto from Garboard to upper part of Bilges 10/16 10/16
 „ from upper part of Bilge to a perpendicular height from upper side of Keel of 3/4ths the entire depth of Hold 9/16 9/16
 „ from 3/4ths depth of Hold to lower edge of Sheerstrake 8/16 8/16
 „ Sheerstrake breadth and thickness 31 1/2 10/16 30 10/16
 Butt Straps to outside plating, breadth and thickness 24 8/16 9 x 11/16 to 8/16
 Gunwale Plate or Stringer on ends of Upper Deck Beams, breadth and thickness 30 9/16 30 9/16
 Angle Iron on ditto 15 1/2 8/16 4 3/4 3 3/4 8/16
 Stringer or Tie Plates fore and aft, on Upper Deck Beams, outside Hatchways 11 9/16 10 1/2 9/16
 Diagonal Tie Plates on ditto 11 9/16 10 1/2 9/16
 Planksheer, materials and scantlings Gutter waterway
 Waterway ditto ditto 3 1/2 Yellow Pine
 Flat of Upper Deck, thickness and material 3 1/2 Yellow Pine
 „ how fastened to Beams nut & screw bolts
 Ceiling between Decks and in Hold, thickness and material 2 1/2 Pine
 Clamps or Spirketting plate ditto 18 8/16
 Stringer Plates on ends of Hold or Lower Deck Beams, breadth and thickness 30 9/16 22 1/2 9/16
 Stringer or Tie Plates fore and aft outside Hatchways, on Hold or Lower Deck Beams 5 x 3 1/2 x 8/16 4 3/4 x 3 3/4 x 8/16
 Stringers in Hold 5 x 3 1/2 x 8/16 4 3/4 x 3 3/4 x 8/16
 Flat of Lower Deck, thickness and material 5 5
 Main piece of Rudder, diameter at head 5 5
 „ „ „ at heel 3 3
 (Can the Rudder be unshipped afloat Yes)
 Bulkheads, No. 4 Thickness of 6/16
 „ Height up upper deck
 „ how secured to the sides of the ship double framed
 „ size of vertical angle irons 3 x 3 1/4 and their distance apart 30 inches

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 keel to bilge and from hence to hold beam stringer and alternately 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 end at upper edge, with rivets (1/8 x 1/2 ins.) diameter, averaging (4 x 3 in.) 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 (1 1/16 x 10/16) 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 or single rivetted? At upper edge single At lower edge double
 „ Butts from bilge to planksheers, worked carvel with butt straps (9/16 x 8/16) 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 1/2)

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 Gutter waterway

Deck Beams, how secured to the side? Welded ends

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.? Plates Shortley

Manufacturer's name or trade mark Angle iron marked Palmers Best

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

Builder's Signature For Palmers Limited Surveyor's Signature W. H. S. S. S.
William C. Celand

IRON 439-0264

46383

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? yes

Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good or deficiencies? as ship 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, 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 Scanlings 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>Type Proving House</u> | | | | ANCHORS, tested at <u>Type 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, | Chain | 841 04. 5.12.65 | 135 | 1 7/8 | 57.4.0.0 | Bowers | 3 | 2073 2075.10.1.66 | 10.1.0.20.1.3.14 | |
| | Fore Top Sails, | Hempen Chain | 866 06. 11.12.65 | 135 | 1 7/8 | 57.4.0.0 | | | 2076 2076.10.1.66 | 10.0.14.10.2.21 | |
| | Fore Topmast | Stream Cable | | 90 | 7/8 | | Stream..... | 1 | <u>with stock 8.2.14</u> | | |
| <u>five</u> | Stay Sails, | Hawser | | 90 | 9 | | Kedges | 2 | | 4.3.24. | 2.1.4 |
| | Main Sails, | Towlines | | 90 | 8 | | | | | | |
| | Main Top Sails, | Warp | | 90 | 6 | | | | | | |
| and | | All of <u>new</u> quality. | | 90 | 5 | | | | | | |

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 4 Deck Pump & Engine Pump

Order for Special Survey DATES of

No. 530 Surveys held

Date 15 Sept 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

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 raised Quarter Spar Deck 74 feet Poop — or Forecastle 33 ft 6 inches

Special Survey

General Remarks,

This vessel has a double bottom about 122 feet long, divided into three compartments, the top plate at side of gun is 7/16 thick, centre plate 9/16, the remainder of the plates on the top of gun are 5/16 thick, has a clump plate fitted between decks 10 x 9/16, she has been built in conformity to the appended tracing of midship section,

In what manner are the surfaces preserved from oxidation? Inside Asphalt & Paint

Ditto ditto Outside Paint

I am of opinion this Vessel should be Classed B I

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

Special£ 39: 15: -

Certificate (& required)£ : : -

Committee's Minute 10th April 1866

Character assigned B I

J. H. Liltman

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* Masts / Gunwales, 142 feet long, 15.0