

IRON SHIPS.

No. 9918 Survey held at Newcastle Date 23rd October 1865 to 6th April 1866
 on the "Palmyra" Master L. Stenland
 Tonnage under tonnage deck 795.26 Built at Newcastle When built 1865 & 66 Launched 30th January 1866
 Ditto of poop or spar deck
 Ditto of engine room 173.30 By whom built Palmyra Shipbuilding Company Owners Pickernell
 Total Register tonnage 621.96 Port belonging to London Destined Voyage Italy
 Gross Tonnage 795.26
 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
211.3			28.15			17.70			90		1
Dimensions of Ship per Register, length <u>211.3</u> breadth <u>28.15</u> depth <u>17.45</u>											
Keel, if bar iron, depth and thickness	Inches in Ship.		Inches required per Rule.		Inches in Ship.		Inches required per Rule.		Plates in Garboard Strakes, breadth and thickness		
" if plate iron, breadth and thickness	<u>7/4 x 2 3/4</u>		<u>7/4 x 2 3/4</u>		<u>7/4 x 2 3/4</u>		<u>7/4 x 2 3/4</u>		<u>40</u> <u>1/16</u> <u>30</u> <u>1/16</u>		
Stem, if bar iron, moulding and thickness	<u>7/4 x 2 3/4</u>		<u>7/4 x 2 3/4</u>		<u>7/4 x 2 3/4</u>		<u>7/4 x 2 3/4</u>		Ditto from Garboard to upper part of Bilges..		
" if plate iron, breadth and thickness	<u>7/4 x 2 3/4</u>		<u>7/4 x 2 3/4</u>		<u>7/4 x 2 3/4</u>		<u>7/4 x 2 3/4</u>		<u>10/16</u> <u>10/16</u>		
Stern-post, if bar iron, moulding and thickness	<u>8/4 x 5 3/8</u>		<u>7/4 x 5 1/2</u>		<u>7/4 x 5 1/2</u>		<u>7/4 x 5 1/2</u>		" from upper part of Bilge to a perpendicular height from upper side of Keel of 3/4ths the entire depth of Hold		
" if plate iron, breadth and thickness	<u>8/4 x 5 3/8</u>		<u>7/4 x 5 1/2</u>		<u>7/4 x 5 1/2</u>		<u>7/4 x 5 1/2</u>		<u>9/16</u> <u>9/16</u>		
Distance of Frames from moulding edge to moulding edge, all fore and aft	<u>21</u>		<u>21</u>		<u>21</u>		<u>21</u>		" from 3/4ths depth of Hold to lower edge of Sheerstrake		
Frames, Size of Angle Iron, single or double	<u>4</u> <u>3</u>		<u>8/16</u> <u>4/4</u>		<u>8/16</u> <u>4/4</u>		<u>8/16</u> <u>4/4</u>		" Sheerstrake breadth and thickness		
" Reversed Iron, if to every frame or every frame	<u>3</u> <u>3</u>		<u>7/16</u> <u>3</u>		<u>7/16</u> <u>3</u>		<u>7/16</u> <u>3</u>		<u>31 1/2</u> <u>10/16</u> <u>30</u> <u>10/16</u>		
Floors, depth and thickness of Floor Plate at mid line	<u>18</u> <u>9/16</u>		<u>18</u> <u>9/16</u>		<u>18</u> <u>9/16</u>		<u>18</u> <u>9/16</u>		Butt Straps to outside plating, breadth and thickness		
" Ditto ditto at Bilge Keelson	<u>0</u>		<u>0</u>		<u>0</u>		<u>0</u>		<u>9 x</u> <u>1/16</u> <u>to 9/16</u>		
" Size of Reversed Angle Iron, and No. at top of Floor Plate	<u>3</u> <u>3</u>		<u>7/16</u> <u>3</u>		<u>7/16</u> <u>3</u>		<u>7/16</u> <u>3</u>		Gunwale Plate or Stringer on ends of Upper Deck Beams, breadth and thickness		
Beams, Deck (N ^o . <u>53</u>) double Angle Iron, Plate, Tee, or Bulb Iron	<u>7</u> <u>7/16</u>		<u>7</u> <u>7/16</u>		<u>7</u> <u>7/16</u>		<u>7</u> <u>7/16</u>		<u>15 1/2</u> <u>8/16</u> <u>30</u> <u>9/16</u>		
" double or single Angle Iron, on top edge	<u>2 3/4</u> <u>2 3/4</u>		<u>7/16</u> <u>2 1/2</u>		<u>7/16</u> <u>2 1/2</u>		<u>7/16</u> <u>2 1/2</u>		Angle Iron on ditto		
" average space between	<u>3 feet</u>		<u>6 inches</u>		<u>3 feet</u>		<u>6 inches</u>		<u>4 3/4</u> <u>3/4 x 9/16</u> <u>4 3/4</u> <u>3/4 x 9/16</u>		
" Hold, or Lower Deck (N ^o . <u>30</u>) double Angle, Tee, Plate, or Bulb Iron	<u>7</u> <u>7/16</u>		<u>7</u> <u>7/16</u>		<u>7</u> <u>7/16</u>		<u>7</u> <u>7/16</u>		Stringer or Tie Plates fore and aft, on Upper Deck Beams, outside Hatchways		
" double or single Angle Iron, on top edge	<u>2 3/4</u> <u>2 3/4</u>		<u>7/16</u> <u>3</u>		<u>7/16</u> <u>3</u>		<u>7/16</u> <u>3</u>		<u>11</u> <u>9/16</u> <u>10 1/2</u> <u>9/16</u>		
" average space between	<u>2nd & 4th frame</u>		<u>2nd & 4th frame</u>		<u>2nd & 4th frame</u>		<u>2nd & 4th frame</u>		Diagonal Tie Plates on ditto		
" Paddle, sided and moulded, thickness of Plate size of Angle Iron	<u>24</u> <u>9/16</u>		<u>23</u> <u>9/16</u>		<u>24</u> <u>9/16</u>		<u>23</u> <u>9/16</u>		<u>11</u> <u>9/16</u> <u>10 1/2</u> <u>9/16</u>		
" Engine	<u>24</u> <u>9/16</u>		<u>23</u> <u>9/16</u>		<u>24</u> <u>9/16</u>		<u>23</u> <u>9/16</u>		Planksheer, materials and scantlings		
Keelson, single or double plate, box, or intercostal	<u>14</u> <u>6/16</u>		<u>14</u> <u>6/16</u>		<u>14</u> <u>6/16</u>		<u>14</u> <u>6/16</u>		Waterway ditto ditto		
" Size of Plates	<u>5</u> <u>3 1/2</u>		<u>4 3/4</u> <u>3 3/4</u>		<u>5</u> <u>3 1/2</u>		<u>4 3/4</u> <u>3 3/4</u>		Flat of Upper Deck, thickness and material		
" Size of Angle Irons	<u>5</u> <u>3 1/2</u>		<u>4 3/4</u> <u>3 3/4</u>		<u>5</u> <u>3 1/2</u>		<u>4 3/4</u> <u>3 3/4</u>		<u>3 1/2</u> <u>Yellow Pine</u>		
" Side, single or double, plate, box, or intercostal	<u>5</u> <u>3 1/2</u>		<u>4 3/4</u> <u>3 3/4</u>		<u>5</u> <u>3 1/2</u>		<u>4 3/4</u> <u>3 3/4</u>		" how fastened to Beams		
" Bilge (No. <u>2</u>) at each Bilge, single, or double, plate, or box	<u>5</u> <u>3 1/2</u>		<u>4 3/4</u> <u>3 3/4</u>		<u>5</u> <u>3 1/2</u>		<u>4 3/4</u> <u>3 3/4</u>		<u>nut & screw bolts</u>		

Transoms, material Plate or, if none, in what manner compensated for.
 Knight-heads, and Hawse Timbers blocks
 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
 " " " on the frames " " " from keel to bilge and

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 1/16 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 (1/16 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 1/4) 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 } Gutter waterway
 Waterway " " planksheer and to the Beams { if necessary. }
 Deck Beams, how secured to the side? by nut and bolts
 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.? Angle iron marked Palmers Best, Plates Shortley
 Manufacturer's name or trade mark Palmyra Shipbuilding Company
 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

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? no slip 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>					
N ^o .		No. on Chain seen by me.	No. and date on Certificate	Fathoms.	Inches.	Tested to. Tons.	N ^o .	No. on Anchor seen by me.	No. and date on Certificate.	Weight. Ex. stock.	Tested to. Tons.		
<u>one</u>	Fore Sails,	Chain	041 041. 5.12.65	135	1 7/16	3 4.0.0	3	2075	2075.10.1.66	10.1.0.20.1.3.14			
	Fore Top Sails,	<u>Hempen Chain</u>	066 066. 11.12.65	135	1 7/16	3 4.0.0		2076	2076.10.1.66	10.0.14.10.2.21			
<u>five</u>	Fore Topmast	Stream Cable		90	7/8		1	2077	2077.10.1.66	16.0.0.17.7.2.0			
	Stay Sails,	Hawser		90	9			<u>with stock 8.2.14</u>					
	Main Sails,	Towlines		90	8								
	Main Top Sails,	Warp		90	6								
and		All of <u>new</u> quality.		90	5		2				4.3.24. 2.1.4		
Her Standing and Running Rigging		<u>is</u> sufficient in size and <u>good</u> in quality.											
She has		<u>one</u>	Long Boat and	<u>two</u> others									
The present state of the Windlass is		<u>Good</u>	Capstan	<u>Good</u>	and Rudder	<u>Good</u>	Pumps	<u>4 Deck Pumps</u> <u>& Engine Pump</u>					

Order for Special Survey DATES of 1st. On the several parts of the frame, when in place, and before the plating was wrought } Special
No. 530 Surveys held 2nd. On the plating during the progress of rivetting }
Date 15 Sept 1865 while building 3rd. When the beams were in and fastened, and before the decks were laid } Survey
Order for Ordinary Survey as per 4th. When the ship was complete, and before the plating was finally coated }
No. — Section 18. 5th. After the ship was launched }
Date —
State if she has a raised Quarter Spar Deck 74 feet Peep — or Forecastle 33 ft 6 inches

General Remarks,
This vessel has a double bottom about 122 feet long, divided into three compartments, the top plate at side of Tank is 7/16 thick, Centre plate 9/16, the remainder of the plates on the top of Tank are 5/16 thick, has a clamp plate fitted between decks 10 x 7/16, 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,
and Special£ 39: 15: -
Certificate (& required)£ : : :

Committee's Minute 10th April 1866

Character assigned B 1
and A.C.I.

J. H. Liltman
This has been classified as
eligible for classification as
recommended above
Lloyd's Register
Foundation

5 masts / Steamship, 1426 tons, 1426 tons, 1426 tons, 1426 tons, 1426 tons