5002

IRON SHIPS.

Rec 27/8/66

No. 10054 Survey held at Newcastle Date 19th Decr 1865 to 26th Augst 1866

on the Paddle Steamer "General Kotzebue" Master M. Kazy

Tonnage under tonnage deck 649.19 | Built at Newcastle | When built 1866 | Launched 26th June 66

Ditto of ~~poop~~ deck ~~or spar deck~~ house 50.78

Ditto of engine room 258.98 | By whom built C. Mitchell & Co | Owners Russian St. Navn & Trading Co

Total Register tonnage 440.99

Gross Tonnage 699.97 | Port belonging to Odessa | Destined Voyage Odessa

If Surveyed while Building, Afloat, or in Dry Dock While building and afloat

PLANS CASE

	Feet.	~~Inches.~~		Feet.	~~Inches.~~		Feet.	~~Inches.~~		Horse.	
Length aloft	223	0	Extreme Breadth	28	3	Depth from top of Upper Deck Beam to top of Floor	15	6	Power of Engines	180	N°. of Decks one laid

(*Dimensions of Ship per Register*, length 223.0 breadth 28.3 depth 15.8)

	Inches in Ship.	Inches required per Rule. for 600 tons Scale.
Keel, if bar iron, depth and thickness	7 1/8 × 2 5/8	7 × 2 3/4
,, ~~if plate iron, breadth and thickness~~		
Stem, if bar iron, moulding and thickness	7 × 2 3/4	7 × 2 3/4
,, ~~if plate iron, breadth and thickness~~		
Stern-post, if bar iron, moulding and thickness	6 1/2 × 3	7 × 2 3/4
,, ,, ~~if plate iron, breadth and thickness~~		
Distance of Frames from moulding edge to moulding edge, all fore and aft	21	21

	Inches. In Ship.	Inches. In Ship.	16ths. In Ship.	Inches. required per Rule.	Inches. required per Rule.	16ths required per Rule.
Frames, Size of Angle Iron, single ~~or~~ & double	4	3	7/16	4	3	7/16
,, ,, Reversed Iron, ~~if~~ to every frame ~~or every frame~~	3	2 3/4	6/16	3	2 3/4	6/16
Floors, depth and thickness of Floor Plate at mid line	18	8/16 &	7/16	18	8/16 &	7/16
,, Ditto ditto at Bilge Keelson	10	"	"	10	"	"
,, Size of Reversed Angle Iron, and No. 1 & 2 at top of Floor Plate	3	2 3/4	6/16	3	2 3/4	6/16
Beams, Deck (N°. 54) ~~double Angle Iron, Plate, Tee, or~~ Bulb Iron	–	7	7/16	–	7	7/16
,, ,, double ~~or single~~ Angle Iron, on Fof edge	2 1/2	2 1/2	5/16	2 1/2	2 1/2	5/16
,, ,, average space between	Alternate frames					
,, Hold, or Lower Deck (N°. 45) ~~double~~ Angle, ~~Tee, Plate, or Bulb~~ Iron	6	3	7/16	–	7	7/16
,, ,, ~~double or single Angle Iron on edge~~	–	–	–	2 1/2	2 1/2	5/16
,, ,, average space between	Alternate frames					
,, Paddle, sided and moulded, ____ thickness of Plate ____ size of Angle Iron						
,, Engine ,, ,, ,, ,,						
Keelson, ~~single or double plate, box, or~~ intercostal	–	22	8/16	–	22	8/16
,, Size of Plates Bulb for fore & aft		7	7/16	–	7	7/16
,, Size of Angle Irons	4	4	7/16	4 1/2	3 1/2	7/16
,, Side, single or d'ble, plate, box, or intercostal	–	7	7/16	–	7	7/16
,, Bilge (No. 1 Bulb for 105 ft.) at each Bilge, ~~single, or double, plate, or box~~ Angle irons	4	4	7/16	4 1/2	3 1/2	7/16

	Inches. In Ship.	16ths. In Ship.	Inches. required per Rule.	16ths required per Rule.
Plates in Garboard Strakes, breadth and thickness	32	11/16	30	10/16
Ditto from Garboard to upper part of Bilges		9/16		9/16
,, from upper part of Bilge to a perpendicular height from upper side of Keel of 3/5ths the entire depth of Hold		8/16		8/16
,, from 3/5ths depth of Hold to lower edge of Sheerstrake		7/16 & 6/16		7/16 & 6/16
,, Sheerstrake, breadth and thickness	30	9/16 & 8/16	30	9/16 & 8/16
Butt Straps to outside plating, breadth and thickness (doubled for 3/4 length in Midships)	8 1/2 to 7/16	9 --	11/16 to 7/16	7/16
Gunwale Plate or Stringer on ends of Upper Deck Beams, breadth and thickness	36 to 24	10/16 & 8/16	32 to 24	10/16 & 8/16
Angle Iron on ditto	4 × 4 × 7/16		4 1/2 × 3 1/2 × 7/16	
Stringer or Tie Plates fore and aft, on Upper Deck Beams, outside Hatchways	11	8/16	10 1/2	8/16
Diagonal Tie Plates on ditto	11	8/16	10 1/2	8/16
Planksheer, materials and scantlings				
Waterway ditto ditto	12 × 6 Red Pine			
Flat of Upper Deck, thickness and material	Y. Pine	3 1/2	–	3 1/2
,, ,, how fastened to Beams	Nut & Screw Bolts			
Ceiling betwixt Decks and in Hold, thickness and material	R. Pine	2	–	2
Clamps or Spirketting ditto	–	–	–	–
Stringer Plates on ends of Hold or Lower Deck Beams, breadth and thickness	24	8/16	24	8/16
Stringer or Tie Plates fore and aft outside Hatchways, on Hold or Lower Deck Beams (angle irons)	4 × 4 × 7/16		4 1/2 × 3 1/2 × 7/16	
	10	8/16	10 1/2	8/16
Stringers in Hold double angle irons	4 × 4 × 7/16		4 1/2 × 3 1/2 × 7/16	
Flat of Lower Deck, thickness and material	Y.P.	2 1/2	–	2 1/2
Main piece of Rudder, diameter at head	–	5	–	4 3/4
,, ,, ,, at heel	–	3	–	2 3/4
(*Can the Rudder be unshipped afloat* Yes)				
Bulkheads, N°. 4 Thickness of 6/16				
,, Height up to Upper deck				
,, how secured to the sides of the ship rivetted to double frames				
,, size of vertical angle irons 3 × 2 3/4 × 7/16 and their distance apart 2' 6"				

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

Knight-heads, and Hawse Timbers Chocks and plates

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

The reverse angle irons on the floors extend ~~in one length~~ across the middle line ~~from~~ ____ to above the hold stringer

,, ,, ,, ~~on the frames~~ ,, ,, ,, ~~from~~ ____ ~~to~~ ____ and gunwale alternately

Keelson, how are the various lengths of plates or angle irons connected? by butt straps

Plates, Garboard, double ~~or~~ rivetted to keel, and double ~~or~~ at upper edge, with rivets (1 & 3/4 ins.) diameter, averaging (3 1/2 & 2 1/2 in.) apart.

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

,, Butts from Keel to turn of bilge, worked carvel with butt straps (11 to 9/16) thick, double ~~or~~ ~~single~~ rivetted; with rivets (3/4 in.) diameter, averaging (2 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 (3/4 in.) diameter, averaging (2 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 single At lower edge double

,, Butts from bilge to planksheers, worked carvel with butt straps (9 to 8/16) thick, double ~~or single~~ rivetted; with rivets (3/4 in.) diameter, averaging (2 1/2 ins.) apart. Breadth of laps in double rivetting (4 1/8) Breadth of laps in single rivetting (2 5/8)

Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted? double.

Planksheer, how secured to the plating of the sides } *Explain by sketch if necessary.* } Bolted to stringer and side

Waterway ,, ,, planksheer and to the Beams

Deck Beams, how secured to the side? Single plate knees, rivetted to beams and frames

Hold or Lower Deck ditto do do do do

Paddle ,, ,, Plate knees 4 feet deep rivetted to double frames. No. of breasthooks 3 crutches 3

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

Manufacturer's name or trade mark Frames & Beams, L. W. & B. Walker. - Plates. Consett. -

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

Builder's Signature C. Mitchell & Co *Surveyor's Signature* S. Harding

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IRON440-0014

5004 Iron

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 fay 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? Long lengths

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? 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. One complete suit and —

CABLES, &c., tested at "Lloyd's Tyne" proving house

	No. on Chain seen by me.	No. and date on Certificate	Fathoms.	Inches.	Tested to. Tons.
Chain	1025	1025-29.1.66	270	1 6/16	34.0.0.0
~~Hempen~~ Chain Stream Cable	1508	1508-21.6.66	90	14/16	13.15.0.0
Hawser			90	8	
			90	7	
Towlines			90	6	
Warp			120	5 - 2 Nos	
			150	4½	

All of good quality.

ANCHORS, tested at "Lloyd's Tyne" proving house. —

	No.	No. on Anchor seen by me.	No. and date on Certificate.	Weight. Ex. Stock.	Tested to. Tons.
Bowers	1	3396	3396-21.6.66	17.1.0	18.9.2.21
	1	3397	3397-21.6.66	16.2.23	18.0.2.14
	1	3398	3398-21.6.66	14.2.3	16.3.1.21
Stream	1	3399	3399-21.6.66	7.2.16	8.8.3.0
Kedges	1	3400	3400-21.6.66	3.2.2	5.7.2.0
	1	3401	3401-21.6.66	1.3.22	4.1.2.7

In Stock. —

Her Standing and Running Rigging is sufficient in size and new in quality.

She has Two Life ~~Long~~ Boats and Three others

The present state of the Windlass is good Capstan good and Rudder good Pumps 3 hand, Main Engine & donkey

Order for Special Survey No. 542 Date 21 Nov 1865

Order for Ordinary Survey No. — Date —

DATES of Surveys held while building as per Section 18.

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

Special Survey.

State if she has a ~~Spar Deck~~ deck house ~~Poop~~ & small ~~or~~ Forecastle

General Remarks,

The Paddle shaft passing through the sheerstrake, the strake below has been doubled with a plate 9/16 thick and 29 ft. in length.

In all other respects the vessel is built in accordance with the Midship Section and per Secretary's letter 1st December 1865.

All the anchors are in excess of the requirements of Table 22. except, one Bower, which is a few pounds light.

Withdrawn 28 Nov 1866 for alterations to be made in the stern

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

Ditto ditto Outside Paint

I am of opinion this Vessel should be Classed ⊼ B 1

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

Special .....£ 55 : :

Certificate (if required) .....£ : :

Committee's Minute 28th August 1866.

I am of opinion this Iron built Paddle Wheel Steamer is eligible for Classification as recommended above.

Aug 28/66

Character assigned ⊼ B 1 A & C.V

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