

IRON SHIPS.

Rev 20/8/66

No. 3677 Survey held at Hull Date 4th August 1866
 on the Screw Steamer "Vine" Master Briggs
 Tonnage under tonnage deck 466.1 Built at Hull When built 1866 Launched 11th June
 Ditto of poop 8.93 or spar deck fore locker By whom built Chas & Wm Earle Owners Latham Bros
 Ditto of engine room 86 Port belonging to Hull Destined Voyage Baltic
 Total Register tonnage 459.53
 Gross Tonnage 545.53

Surveyed while Building, Afloat, or in Dry Dock while building & afloat in Victoria Dock

Length aloft 186 Feet. Inches. Extreme Breadth 25 Feet. Inches. Depth from top of Upper Deck Beam to top of Floor 14 Feet. Inches. Power of Engines 60 Horse. N^o. of Decks One

Dimensions of Ship per Register, length 185.4 breadth 25.15 depth 14.05

	Inches in Ship.	Inches required per Rule.	Inches in Ship.	Inches required per Rule.	Inches in Ship.	Inches required per Rule.	Inches in Ship.	Inches required per Rule.
Keel, if bar iron, depth and thickness	6 3/4 x 2 1/2	7/6						
" if plate iron, breadth and thickness	6 3/4 x 2 1/2	7/6						
Stem, if bar iron, moulding and thickness	6 3/4 x 2 1/2	7/6						
" if plate iron, breadth and thickness	8 1/4 x 4	7/6						
Stern-post, if bar iron, moulding and thickness	8 1/4 x 4	7/6						
" if plate iron, breadth and thickness	8 1/4 x 4	7/6						
Distance of Frames from moulding edge to moulding edge, all fore and aft	21	7/6						
Frames, Size of Angle Iron, single or double	3 1/2 x 2 3/4	7/6						
" Reversed Iron, to every frame	3 3/4 x 2 1/2	7/6						
Floors, depth and thickness of Floor Plate at mid line	16 x 7/6	7/6						
" Ditto ditto at Bilge Keelson	8 x 7/6	7/6						
" Size of Reversed Angle Iron, and No. one at top of Floor Plate	2 3/4 x 2 1/2	7/6						
Beams, Deck (N ^o . 53) double Angle Iron, Plate, Tee, or Bulb Iron	6 1/2 x 7/6	7/6						
" double or single Angle Iron, on upper edge	3 1/2 x 2 1/2	7/6						
" average space between	42	7/6						
" Hold, or Lower Deck (N ^o . 2) double Angle, Tee, Plate, or Bulb Iron	4 1/2 x 7/6	7/6						
" double or single Angle Iron, on edge	4 1/2 x 7/6	7/6						
" average space between	42	7/6						
" Paddle, sided and moulded, thickness of Plate size of Angle Iron	4 1/2 x 7/6	7/6						
" Engine	4 1/2 x 7/6	7/6						
Keelson, single or double plate, box, or intercostal	19 1/2 x 7/6	7/6						
" Size of Plates	7 1/2 x 7/6	7/6						
" Size of Angle Irons	4 1/2 x 7/6	7/6						
" Side, single or double, plate, box, or intercostal	4 1/2 x 7/6	7/6						
" Bilge (No. one) at each Bilge, single, or double, plate, or box	4 1/2 x 7/6	7/6						
Transoms, material <u>Iron</u> or, if none, in what manner compensated for.								
Knight-heads, and Hawse Timbers	<u>Iron</u>							
The Frames extend in one length from <u>Keel</u> to <u>Gunnwale</u> rivetted through plates with (1/4 in.) rivets, about (7 in) apart.								
The reverse angle irons on the floors extend in one length across the middle line from <u>bilge</u> to <u>bilge</u>								
" " " on the frames " " " from <u>bilge</u> to <u>top of Hold Stringer & Gunnwale</u> alternately								
Keelson, how are the various lengths of plates or angle irons connected? <u>Butts of Angle Irons Shipped Strapped & rivetted</u>								
Plates, Garboard, double or rivetted to keel, double or rivetted at upper edge, with rivets (1/4 in.) diameter, averaging (3/4 in.) apart.								
" Edges from Garboards to upper part of bilge, worked clencher, double or single rivetted; with rivets (1/4 in.) diameter, averaging (3/4 in.) apart.								
" Butts from Keel to turn of bilge, worked carvel with butt straps (7/6) thick, double or single rivetted; with rivets (1/4 in.) diameter, averaging (3/4 in.) apart.								
" Edges from bilge to sheerstrake, worked carvel with a lining piece (1/4 in.) thick, or clencher, double or single rivetted; with rivets (1/4 in.) diameter, averaging (1/8 in.) apart.								
" Edges of Sheerstrake, double or single rivetted? At upper edge <u>Rivetted to Gunnwale</u> At lower edge <u>Double</u>								
" Butts from bilge to planksheers, worked carvel with butt straps (7/6 x 3/6) thick, double or single rivetted; with rivets (3/4 in.) diameter, averaging (2 1/2 in.) apart. Breadth of laps in double rivetting (4 1/2) Breadth of laps in single rivetting (2 1/2)								
Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted? <u>Double rivetted</u>								
Planksheer, how secured to the plating of the sides Explain by sketch { <u>Cutters Waterway & Cement</u>								
Waterway " " planksheer and to the Beams { if necessary.								
Deck Beams, how secured to the side? <u>Welded knee rivetted to frame and beam angles rivetted to stringer & tie plates</u>								
Hold or Lower Deck ditto <u>None</u>								
Paddle " " No. of breasthooks <u>Four</u> crutches								
What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.? <u>Best quality & Lonsdale</u>								
Manufacturer's name or trade mark <u>Name Stamped & M</u>								

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

Builder's Signature Alex. Gemmell

Surveyor's Signature Mr. Davidson

IRON 440-0029

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 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 of deficiencies? *Yes*

Do the fillings between the ribs and plates fill in solid with single pieces? Yes or are they in short lengths of various thicknesses? No

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? *Yes a few in the Butts at Steam Pipes*

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.

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.
Fore Sails,	Chain	2620.20.6.66	120	1 1/4	28.2.0.0	3		2435.30.6.66	13.3.0	15.8.0.14
Fore Top Sails,	Hemp	2636.26.6.66	120	1 1/4	28.2.0.0			2436.30.6.66	13.0.11	14.7.0.2
Fore Topmast Stay Sails,	Short Link Stream Cable twelve links tested	2615.16.6.66	90	3/4	5.12.2.0 8.10.0.0	1		2139.3.4.66	12.2.0	14.6.1.0
Main Sails,	Hawser		90	7/8				Not included		
Main Top Sails,	Towlines		90	5		2		2437.30.6.66	7.3.15	8.11.1.0
Warp			90	5				2439.30.6.66	3.2.7	5.7.2.0
All of	good	quality.	120	3 1/2				2438.30.6.66	2.0.12	24.4.0.04

Order for Special Survey DATES of 1st. On the several parts of the frame, ~~when in place~~, and before the plating was wrought March 15th - 22nd - 26 & 31st
 No. _____ Surveys held 2nd. On the plating during the progress of rivetting April 7th - 20th - 27th May 2nd 15th
 Date _____ while building 3rd. When the beams were in and fastened, and before the decks were laid May 17th - 21st - 22nd
 Order for Ordinary Survey as per 4th. When the ship was complete, and before the plating was finally coated June 4th
 No. _____ Section 18. 5th. After the ship was launched 4th August
 Date _____

State if she has a Spar Deck No Poop Yes or Forecastle Monkey

General Remarks.

Is finished with a poop extending forward 17 feet in length and covering over engine space. the front of poop protected with iron doors fitted so as to be efficiently closed. the alternate frames extend to height of Main Rail & the remaining frames extend across the beam & joist Beams. the edges of plating square and all the Butts double rivetted.

The butts of the Sheetrake for about 126 feet are treble rivetted.

In addition to the three Watertight Bulkheads there is a tank bulkhead aft at the shaft and a bulkhead close forward extending 14 feet in height from the top of the keel.

Anchor ordered as required by Rules.

In what manner are the surfaces preserved from oxidation? Inside the flat with cement, the remainder with paint
Ditto ditto Outside with paint

I am of opinion this Vessel should be Classed B
The amount of the Fee£ 5 : - : - is received by me,
Special£ 10 : 10 : -
Certificate (if required)£ : 5 : -

Committee's Minute 24th August 1866

Character assigned

Mr. J. Cardson

This Vessel appears
eligible for the
Class ~~1st~~ 2nd if
anchor of 13,200 lb
shipped
20 Aug 1866