

5326 IRON SHIPS.

Recd 11/2/69

No. 10186 Survey held at Newcastle Date 17th May 1866 to 7th Feb^r 1867
 on the S.S. "Valdemar" Master J. Coch
 Tonnage under tonnage deck 646.31 Built at Newcastle When built 1866 Launched 23rd Nov^r 1866
 Ditto of poop or spar deck
 Ditto of engine room 206.82 By whom built A. Leslie & Co Owners A. Leslie
 Total Register tonnage 439.49
 Gross Tonnage 646.31 Port belonging to London Destined Voyage Copenhagen

Surveyed while Building, Afloat, or in Dry Dock While building

Length aloft 209.5 Extreme Breadth 28.25 Depth from top of Upper Deck Beam to top of Floor 15.0 Power of Engines 90 Horse. 90 N^o. of Decks one

Dimensions of Ship per Register, length <u>209.5</u> breadth <u>28.25</u> depth <u>14.85</u>		Inches in Ship.		Inches required per Rule for 500 tons Scale.		Inches in Ship.	16ths In Ship.	Inches required per Rule.	16ths required per Rule.
Keel, if bar iron, depth and thickness		<u>7</u>	<u>2 3/4</u>	<u>7</u>	<u>2 3/4</u>			<u>31</u>	<u>15/16</u>
Keel, if plate iron, breadth and thickness		<u>7</u>	<u>2 3/4</u>	<u>7</u>	<u>2 3/4</u>				<u>9/16</u>
Keel, if bar iron, moulding and thickness		<u>7</u>	<u>2 3/4</u>	<u>7</u>	<u>2 3/4</u>				<u>8/16</u>
Keel, if plate iron, breadth and thickness		<u>8 5/8</u>	<u>4 1/2</u>	<u>7</u>	<u>5 1/2</u>				<u>8/16</u>
Keel-post, if bar iron, moulding and thickness									
Keel-post, if plate iron, breadth and thickness									
Distance of Frames from moulding edge to moulding edge, all fore and aft		<u>21</u>		<u>21</u>					
Frames, Size of Angle Iron, single or double		<u>4</u>	<u>3</u>	<u>4</u>	<u>3</u>	<u>7/16</u>			
Reversed Iron, if to every frame or every frame		<u>3</u>	<u>2 3/4</u>	<u>3</u>	<u>2 3/4</u>	<u>9/16</u>			
Floors, depth and thickness of Floor Plate at mid line		<u>1 1/4</u>	<u>9/16</u>	<u>1 1/4</u>	<u>9/16</u>	<u>7/16</u>			
Ditto ditto at Bilge Keelson		<u>9/16</u>							
Size of Reversed Angle Iron, and No. 1 at top of Floor Plate		<u>3</u>	<u>2 3/4</u>	<u>3</u>	<u>2 3/4</u>	<u>9/16</u>			
Beams, Deck (N ^o . <u>45</u>) double Angle Iron, Plate, Tee, or Bulb Iron		<u>7</u>	<u>7/16</u>	<u>7</u>	<u>7/16</u>				
double or single Angle Iron, on top edge		<u>2 1/2</u>	<u>2 1/2</u>	<u>2 1/2</u>	<u>2 1/2</u>	<u>9/16</u>			
average space between		<u>3 feet</u>	<u>6 inches</u>						
Hold, or Lower Deck (N ^o . <u>28</u>) double Angle, Tee, Plate, or Bulb Iron		<u>7</u>	<u>7/16</u>	<u>7</u>	<u>7/16</u>				
double or single Angle Iron on top edge		<u>3</u>	<u>2 3/4</u>	<u>3</u>	<u>2 3/4</u>	<u>9/16</u>			
average space between		<u>2 1/4</u>	<u>4 framed</u>						
Paddle, sided and moulded, thickness of Plate size of Angle Iron									
Engine									
Keelson, single or double plate, box, or intercostal		<u>22</u>	<u>9/16</u>	<u>22</u>	<u>9/16</u>				
Size of Plates <u>Bulb iron</u>		<u>7</u>	<u>7/16</u>						
Size of Angle Irons		<u>4 1/2</u>	<u>3 1/2</u>	<u>4 1/2</u>	<u>3 1/2</u>	<u>7/16</u>			
Side, single or double, plate, box, or intercostal		<u>4 1/2</u>	<u>3 1/2</u>	<u>4 1/2</u>	<u>3 1/2</u>	<u>7/16</u>			
Bilge (No. <u>1</u>) at each Bilge, single, or double, plate, or box		<u>4 1/2</u>	<u>3 1/2</u>	<u>4 1/2</u>	<u>3 1/2</u>	<u>7/16</u>			
Bulb iron between <u>7 x 7/16 for 105 feet</u>									
Transoms, material <u>plate</u> or, if none, in what manner compensated for.									
Knight-heads, and Hawse Timbers									
The Frames extend in one length from <u>Keel</u> to <u>gunwale</u>									
The reverse angle irons on the floors extend in one length across the middle line from <u>to Hold</u> to <u>beam knee plates, and on</u>									
on the frames, from <u>to alternate frames to main deck</u>									
Keelson, how are the various lengths of plates or angle irons connected? <u>by butt straps</u>									
Plates, Garboard, double or rivetted to keel, double or and at upper edge, with rivets (<u>1/8 x 7/16</u> ins.) diameter, averaging (<u>4 x 3</u> in.) apart.									
Edges from Garboards to upper part of bilge, worked clencher, double or single rivetted; with rivets (<u>3/4</u> in.) diameter, averaging (<u>2 3/4</u> ins.) apart.									
Butts from Keel to turn of bilge, worked carvel with butt straps (<u>10 to 9/16</u>) thick, double or single rivetted; with rivets (<u>3/4</u> in.) diameter, averaging (<u>2 3/4</u> ins.) apart.									
Do the butt straps lap over and rivet through the lands of the strake below? <u>no</u>									
Edges from bilge to sheerstrake, worked carvel with a lining piece () thick, or clencher, double or single rivetted; with rivets (<u>3/4</u> in.) diameter, averaging (<u>2 3/4</u> in.) apart.									
Do the butt straps lap over and rivet through the lands of the strake below? <u>no</u>									
Edges of Sheerstrake, double or single rivetted? At upper edge <u>single</u> At lower edge <u>double</u>									
Butts from bilge to planksheers, worked carvel with butt straps (<u>9/16 x 7/16</u>) thick, double or single rivetted; with rivets (<u>3/4</u> in.) diameter, averaging (<u>2 3/4</u> ins.) apart. Breadth of laps in double rivetting (<u>4 1/2 x 4 1/2</u>) Breadth of laps in single rivetting ()									
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>Gutter Waterway</u>									
Waterway, planksheer and to the Beams { if necessary. }									
Deck Beams, how secured to the side? <u>Bracket ends</u>									
Hold or Lower Deck ditto <u>d:</u>									
Paddle, No. of breasthooks <u>4</u> crutches <u>4</u>									
What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.? <u>Plate, beams and angle iron, marked, "Palmer's best Sarnov"</u>									
Manufacturer's name or trade mark									
We certify that the above is a correct description of the several particulars therein given.									
Builder's Signature <u>A. Leslie & Co</u> Surveyor's Signature <u>J. Harding</u>									

5326 Lm

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 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? Solid, with single pieces
 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.)

one
complete
suit

N ^o .	SAILS.	CABLES, &c., tested at <u>Lloyd's Lane Proving house -</u> <u>By L. H. Burdett Esq^r</u>					ANCHORS, tested at <u>"Staffordshire" Proving house</u> <u>By L. H. Burdett Esq^r</u>						
		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.		
	Fore Sails,	Chain	1832	1832. 27. 12. 66	240	1 3/8	34.0.0.0	Bowers	1	2885	2885-22. 11. 66	17. 1. 14	18. 10. 2. 14
	Fore Top Sails,	Hempen							1	2883	2883-22. 11. 66	16. 3. 0	18. 0. 2. 14
	Fore Topmast Stay Sails,	Stream Cable			60	3/4		Stream	1	2884	2884-22. 11. 66	14. 2. 23	15. 5. 2. 14
	Main Sails,	Hawser			90	8 1/2						4. 1. 25	In
	Main Top Sails,	Towlines			90	6						3. 2. 21	Stock
		Warp			90	4						1. 3. 21	
		All of <u>good</u> quality.											

Her Standing and Running Rigging is is sufficient in size and good in quality.
 She has two life Long Boats and two others
 The present state of the Windlass is good Capstan good and Rudder good Pumps 4 deck, Main, fore and donkey

Order for Special Survey DATES of 1st. On the several parts of the frame, when in place, and before the plating was wrought
 No. 568 Surveys held 2nd. On the plating during the progress of rivetting
 Date 20 March 1866 while building 3rd. When the beams were in and fastened, and before the decks were laid
 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

State if she has a Spar Deck raised quarter Poop deck 13 ft or Forecastle 35 feet

General Remarks,

This Vessel was plated under survey of the late Mr Tiltman, she is similar in all respects to the "Anglo Dane", report No 10047 and Classed A 1.

In what manner are the surfaces preserved from oxidation? Inside Scum and Paint
 Ditto ditto Outside Paint

I am of opinion this Vessel should be Classed A 1
 The amount of the Fee£ 5 : : is received by me,
 Special£ 22 : 6 :
 Certificate (if required)£ 4 : : :

Committee's Minute 12th February 1866

Character assigned A 1

Harding
This vessel appears eligible for the A 1 class

 Lloyd's Register Foundation

H. Moore & Co. Surveyors, 10, Abchurch Lane, London E.C. 4