

# IRON SHIPS.

5338 (Iron) Reg 25/2/67

No. 1019 Survey held at Newcastle Date 24<sup>th</sup> August 1867 to 19<sup>th</sup> Feb 1867  
 on the Steamer "Dunlop" Master Geo. Hallatt  
 Tonnage under tonnage deck 44.55 Built at Newcastle When built 1866 Launched 20<sup>th</sup> Dec  
 Ditto of poop or spar deck \_\_\_\_\_  
 Ditto of engine room 251.15 By whom built Messrs Palmer & Co Owners Messrs Geo. Palmer & Co  
 Total Register tonnage 533.40  
 Gross Tonnage 44.55 Port belonging to London Destined Voyage Mediterranean  
 Surveyed while Building, Afloat, or in Dry Dock \_\_\_\_\_

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.	No. of Decks
<u>212</u>	<u>0</u>	<u>28</u>	<u>1</u>	<u>14</u>	<u>10</u>	<u>90</u>		<u>3</u>
Dimensions of Ship per Register, length <u>212</u> breadth <u>28</u> depth <u>14</u>								
Keel, if bar iron, depth and thickness	<u>4</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>2</u>	Plates in Garboard Strakes, breadth and thickness <u>38</u>		
" if plate iron, breadth and thickness	<u>4</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>2</u>	Ditto from Garboard to upper part of Bilges <u>16</u>		
Stem, if iron, moulding and thickness	<u>4</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>2</u>	" from upper part of Bilge to a perpendicular height from upper side of Keel of $\frac{3}{4}$ ths the entire depth of Hold <u>16</u>		
Stern-post, if bar iron, moulding and thickness	<u>8</u>	<u>5</u>	<u>4</u>	<u>5</u>	<u>2</u>	" from $\frac{3}{4}$ ths depth of Hold to lower edge of Sheerstrake <u>16</u>		
" if plate iron, breadth and thickness	<u>8</u>	<u>5</u>	<u>4</u>	<u>5</u>	<u>2</u>	Sheerstrake, breadth and thickness <u>31</u>		
Distance of Frames from moulding edge to moulding edge, all fore and aft	<u>2</u>	<u>1</u>	<u>2</u>	<u>1</u>	<u>2</u>	Butt Straps to outside plating, breadth and thickness <u>22</u>		
Frames, Size of Angle Iron, single or double	<u>4</u>	<u>3</u>	<u>5</u>	<u>3</u>	<u>5</u>	Gunwale Plate or Stringer on ends of Upper Deck Beams, breadth and thickness <u>4</u>		
" Reversed Iron, if to every frame	<u>3</u>	<u>3</u>	<u>5</u>	<u>3</u>	<u>5</u>	Angle Iron on ditto <u>4</u>		
Floors, depth and thickness of Floor Plate at mid line	<u>18</u>	<u>4</u>	<u>14</u>	<u>8</u>	<u>11</u>	Stringer or Tie Plates fore and aft, on Upper Deck Beams, outside Hatchways <u>3</u>		
Ditto ditto at Bilge Keelson	<u>18</u>	<u>4</u>	<u>14</u>	<u>8</u>	<u>11</u>	Diagonal Tie Plates on ditto <u>3</u>		
Size of Reversed Angle Iron, and No. at top of Floor Plate	<u>3</u>	<u>3</u>	<u>5</u>	<u>3</u>	<u>5</u>	Planksheer, materials and scantlings <u>12</u>		
Beams, Deck (No. <u>50</u> ) double Angle Iron, Plate, Tee, or Bulb Iron	<u>4</u>	<u>4</u>	<u>4</u>	<u>4</u>	<u>4</u>	Waterway ditto ditto <u>12</u>		
" double or single Angle Iron, on top edge	<u>2</u>	<u>2</u>	<u>5</u>	<u>2</u>	<u>5</u>	Flat of Upper Deck, thickness and material <u>3</u>		
" average space between	<u>3</u>	<u>4</u>	<u>3</u>	<u>4</u>	<u>3</u>	" how fastened to Beams <u>3</u>		
Hold, or Lower Deck (No. <u>29</u> ) double Angle Tee, Plate, or Bulb Iron	<u>4</u>	<u>4</u>	<u>4</u>	<u>4</u>	<u>4</u>	Ceiling betwixt Decks and in Hold, thickness and material <u>2</u>		
" double or single Angle Iron, on top edge	<u>4</u>	<u>4</u>	<u>4</u>	<u>4</u>	<u>4</u>	Clamps or Spirketting ditto <u>2</u>		
" average space between	<u>4</u>	<u>4</u>	<u>4</u>	<u>4</u>	<u>4</u>	Stringer Plates on ends of Hold or Lower Deck Beams, breadth and thickness <u>4</u>		
Paddle, sided and moulded, thickness of Plate size of Angle Iron	<u>4</u>	<u>4</u>	<u>4</u>	<u>4</u>	<u>4</u>	Stringer or Tie Plates fore and aft outside Hatchways, on Hold or Lower Deck Beams <u>4</u>		
Engine " on top of Keelson, single or double plate, box, or intercostal	<u>18</u>	<u>4</u>	<u>14</u>	<u>8</u>	<u>11</u>	Stringers in Hold <u>4</u>		
Size of Plates	<u>5</u>	<u>3</u>	<u>5</u>	<u>3</u>	<u>5</u>	Flat of Lower Deck, thickness and material <u>4</u>		
Size of Angle Irons	<u>3</u>	<u>3</u>	<u>5</u>	<u>3</u>	<u>5</u>	Main piece of Rudder, diameter at head <u>5</u>		
Side, single or double, plate, box, or intercostal	<u>3</u>	<u>3</u>	<u>5</u>	<u>3</u>	<u>5</u>	" " " at heel <u>3</u>		
Bilge (No. <u>2</u> ) at each Bilge, single, or double, plate, or box	<u>4</u>	<u>3</u>	<u>4</u>	<u>3</u>	<u>4</u>	Can the Rudder be unshipped afloat <u>Yes</u>		
Transoms, material or, if none, in what manner compensated for	<u>4</u>	<u>3</u>	<u>4</u>	<u>3</u>	<u>4</u>	Bulkheads, No. <u>5</u> Thickness of <u>1</u>		
Knight-heads, and Hawse Timbers	<u>4</u>	<u>3</u>	<u>4</u>	<u>3</u>	<u>4</u>	Height up to deck <u>10</u>		
The Frames extend in one length from keel to gunwale rivetted through plates with $\frac{3}{4}$ in. rivets, about $\frac{1}{4}$ apart	<u>4</u>	<u>3</u>	<u>4</u>	<u>3</u>	<u>4</u>	how secured to the sides of the ship <u>to double plates</u>		
The reverse angle irons on the floors extend in one length across the middle line from <u>gunwale</u> to <u>gunwale</u>	<u>4</u>	<u>3</u>	<u>4</u>	<u>3</u>	<u>4</u>	size of vertical angle irons <u>4</u> and their distance apart <u>2</u>		
Keelson, how are the various lengths of plates or angle irons connected? <u>by butt straps</u>	<u>4</u>	<u>3</u>	<u>4</u>	<u>3</u>	<u>4</u>	Plates, Garboard, double rivetted to keel, double at upper edge, with rivets $\frac{3}{4}$ in. diameter, averaging $\frac{3}{4}$ in. apart.		
Plates, Garboard, double rivetted to keel, double at upper edge, with rivets $\frac{3}{4}$ in. diameter, averaging $\frac{3}{4}$ in. apart.	<u>4</u>	<u>3</u>	<u>4</u>	<u>3</u>	<u>4</u>	Edges from Garboards to upper part of bilge, worked clencher, double or single rivetted; with rivets $\frac{3}{4}$ in. diameter, averaging $\frac{3}{4}$ in. apart.		
Edges from Garboards to upper part of bilge, worked clencher, double or single rivetted; with rivets $\frac{3}{4}$ in. diameter, averaging $\frac{3}{4}$ in. apart.	<u>4</u>	<u>3</u>	<u>4</u>	<u>3</u>	<u>4</u>	Butts from Keel to turn of bilge, worked carvel with butt straps $\frac{9}{16}$ thick, double or single rivetted; with rivets $\frac{3}{4}$ in. diameter, averaging $\frac{3}{4}$ in. apart.		
Butts from Keel to turn of bilge, worked carvel with butt straps $\frac{9}{16}$ thick, double or single rivetted; with rivets $\frac{3}{4}$ in. diameter, averaging $\frac{3}{4}$ in. apart.	<u>4</u>	<u>3</u>	<u>4</u>	<u>3</u>	<u>4</u>	Do the butt straps lap over and rivet through the lands of the strake below? <u>Yes</u>		
Do the butt straps lap over and rivet through the lands of the strake below? <u>Yes</u>	<u>4</u>	<u>3</u>	<u>4</u>	<u>3</u>	<u>4</u>	Edges from bilge to sheerstrake, worked carvel with a living piece <u>Yes</u> thick or clencher, double or single rivetted; with rivets $\frac{3}{4}$ in. diameter, averaging $\frac{3}{4}$ in. apart.		
Edges from bilge to sheerstrake, worked carvel with a living piece <u>Yes</u> thick or clencher, double or single rivetted; with rivets $\frac{3}{4}$ in. diameter, averaging $\frac{3}{4}$ in. apart.	<u>4</u>	<u>3</u>	<u>4</u>	<u>3</u>	<u>4</u>	Do the butt straps lap over and rivet through the lands of the strake below? <u>Yes</u>		
Do the butt straps lap over and rivet through the lands of the strake below? <u>Yes</u>	<u>4</u>	<u>3</u>	<u>4</u>	<u>3</u>	<u>4</u>	Edges of Sheerstrake, double or single rivetted? At upper edge <u>single</u> At lower edge <u>double</u>		
Edges of Sheerstrake, double or single rivetted? At upper edge <u>single</u> At lower edge <u>double</u>	<u>4</u>	<u>3</u>	<u>4</u>	<u>3</u>	<u>4</u>	Butts from bilge to planksheers, worked carvel with butt straps $\frac{9}{16}$ thick, double or single rivetted; with rivets $\frac{3}{4}$ in. diameter, averaging $\frac{3}{4}$ in. apart. Breadth of laps in double rivetting $\frac{1}{4}$ Breadth of laps in single rivetting $\frac{1}{4}$		
Butts from bilge to planksheers, worked carvel with butt straps $\frac{9}{16}$ thick, double or single rivetted; with rivets $\frac{3}{4}$ in. diameter, averaging $\frac{3}{4}$ in. apart. Breadth of laps in double rivetting $\frac{1}{4}$ Breadth of laps in single rivetting $\frac{1}{4}$	<u>4</u>	<u>3</u>	<u>4</u>	<u>3</u>	<u>4</u>	Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted? <u>single</u>		
Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted? <u>single</u>	<u>4</u>	<u>3</u>	<u>4</u>	<u>3</u>	<u>4</u>	Planksheer, how secured to the plating of the sides <u>Bolted to stringer plate and to sheerstrake</u>		
Planksheer, how secured to the plating of the sides <u>Bolted to stringer plate and to sheerstrake</u>	<u>4</u>	<u>3</u>	<u>4</u>	<u>3</u>	<u>4</u>	Waterway " " planksheer and to the Beams <u>Welded</u>		
Waterway " " planksheer and to the Beams <u>Welded</u>	<u>4</u>	<u>3</u>	<u>4</u>	<u>3</u>	<u>4</u>	Deck Beams, how secured to the side? <u>Welded</u>		
Deck Beams, how secured to the side? <u>Welded</u>	<u>4</u>	<u>3</u>	<u>4</u>	<u>3</u>	<u>4</u>	Hold or Lower Deck ditto <u>do</u>		
Hold or Lower Deck ditto <u>do</u>	<u>4</u>	<u>3</u>	<u>4</u>	<u>3</u>	<u>4</u>	Paddle " " _____		
Paddle " " _____	<u>4</u>	<u>3</u>	<u>4</u>	<u>3</u>	<u>4</u>	No. of breasthooks <u>4</u> crutches <u>4</u>		
No. of breasthooks <u>4</u> crutches <u>4</u>	<u>4</u>	<u>3</u>	<u>4</u>	<u>3</u>	<u>4</u>	What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.? <u>Wrought iron</u>		
What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.? <u>Wrought iron</u>	<u>4</u>	<u>3</u>	<u>4</u>	<u>3</u>	<u>4</u>	Manufacturer's name or trade mark <u>Wrought iron</u>		

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

Builder's Signature Geo. Palmer & Co Surveyor's Signature W. Lloyd

Lloyd's Register Foundation

**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? *holged up with slip*

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? *generally so* and are the rivet holes well and sufficiently countersunk in the outer plate? *generally so*

Are there any rivets which either break into or have been put through the seams or Butts of the plating? *no*

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.)

*5338ln*

No.	She has SAILS.	CABLES, &c., tested at <i>L. T. &amp; Co. R. B. B. B. B. B.</i>					ANCHORS, tested at <i>L. T. &amp; Co. R. B. B. B. B. B.</i>				
		No. on Chain seen by me.	No. and date on Certificate	Fathoms.	Inches.	Tested to. Tons.	No.	No. of Anchor seen by me.	No. and date on Certificate.	Weight. Ex. Tons.	Tested to. Tons.
<i>1</i>	Fore Sails,	Chain	<i>1781</i>	<i>1881. 4. 11. 66</i>	<i>135</i>	<i>1 1/4</i>					
<i>2</i>	Fore Top Sails,	Hemp	<i>1462</i>	<i>1882. 4. 11. 66</i>	<i>135</i>	<i>3</i>					
<i>3</i>	Fore Topmast Stay Sails,	Stream Cable			<i>90</i>	<i>4</i>					
<i>4</i>	Main Sails,	Hawser			<i>90</i>	<i>1</i>					
<i>5</i>	Main Top Sails,	Towlines			<i>90</i>	<i>10</i>					
	and	Warp			<i>90</i>	<i>5</i>					
		All of <i>paper</i> quality.									

Her Standing and Running Rigging *Complete* sufficient in size and *paper* in quality.

She has *one life* Long Boat and *two quarter boats*

The present state of the Windlass is *Complete* Capstan *Complete* and Rudder *Complete* Pumps *Complete* *to deck pumps*

Order for Special Survey No. *580* Date *24 Aug 1866* 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 *with the key engine pump in Cyma room*

2nd. On the plating during the progress of rivetting

3rd. When the beams were in and fastened, and before the decks were laid *Bill of materials*

4th. When the ship was complete, and before the plating was finally coated *Special Survey*

5th. After the ship was launched

State if she has a Spar Deck *no* Peop. " or Forecastle *but not for use*

**General Remarks,**

*This vessel is somewhat similar to the "Saint Bede" No. 9955 Classed S. 1.*

*The Sheerstrate is doubled for 3/4 its length, for the depth as shown on the other side.*

*The double bottom extends from within two frames of the fore peak bulkhead, to the same distance of the after peak one, which spaces are constructed as wells to receive ballast. The plating on top, Centre line 1/16" and the remainder 5/16" full. Plate connected to side 1/16" thick. The beams and bales are placed in midships, well supported under double bottom.*

*From the construction of the double bottom being nearly 3/4 the length of vessel and part plating fully up to side, they respectfully recommend to the Committee that this vessel be classed as follows:*

In what manner are the surfaces preserved from oxidation? Inside *Paint* Outside *Paint*

I am of opinion this Vessel should be Classed *A-1*

The amount of the Fee .....£ 5: 0: 0: is received by me, *John M. G.*

Special .....£ 39: 5: 0: Certificate (if required) .....£ 0: 0: 0:

Committee's Minute *26<sup>th</sup> February 1867*

Character assigned *A-1*

*L. C. Spool 22/6/81*

*It might be observed that the Outside Plate is 2/16 thinner than is required by Rules of A and is 10 less than Old C A grade, the thickness is also 2/16 thinner than B and is less breadth. This is similar to the 25th and other vessel already classed as recommended above.*

*Feb 25/67*