

IRON SHIPS.

Rec 25/11/67

No. 10455 Survey held at Newcastle Date 20th May 1865 to 23rd Nov^r 1865

on the S.S. "Capella" Master Nomans

Tonnage under tonnage deck 699.5 Built at Newcastle When built 1865 Launched 16th Dec^r 1865

Ditto of poop or spar deck 81.77

Ditto of engine room 172.53 By whom built Mitchell & Co Owners Schiller Bros & Co

Total Register tonnage 608.74

Gross Tonnage 781.27 Port belonging to Hamburg Destined Voyage Hamburg

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

Length aloft 217 ^{Feet.} 0 ^{Inches.} Extreme Breadth 29 ^{Feet.} 5 ^{Inches.} Depth from top of Upper Deck Beam to top of Floor 16 ^{Feet.} 11 ^{Inches.} Power of Engines 120 Horse. N^o. of Decks one laid one part laid

(Dimensions of Ship per Register length 222.5 breadth 29.5 depth 16.9)

	Inches in Ship.		Inches required per Rule.		Inches required per Rule.		Inches required per Rule.	
	In Ship.	In Ship.	for 500 tons Scale.	per Rule.	per Rule.	per Rule.	per Rule.	
Keel, if bar iron, width and thickness	7 1/4	2 1/2	7	2 3/4				Plates in Garboard Strakes, breadth and thickness
Keel, if plate iron, breadth and thickness	7 1/4	2 1/2	7	2 3/4				Ditto from Garboard to upper part of Bilges
Stem, if bar iron, moulding and thickness	7 1/4	2 1/2	7	2 3/4				Stem, if plate iron, breadth and thickness
Stem, if plate iron, moulding and thickness	7	5 1/2	7	5 1/2				Stem-post, if bar iron, moulding and thickness
Stem-post, if plate iron, moulding and thickness	7	5 1/2	7	5 1/2				Stem-post, if plate iron, breadth and thickness
Distance of Frames from moulding edge to moulding edge, all fore and aft	21		21					Distance of Frames from moulding edge to moulding edge, all fore and aft
Frames, Size of Angle Iron, single or double	4	3	7/16	4	3	7/16		Frames, Size of Angle Iron, single or double
Reversed Iron, if to every frame or every frame	3	3	9/16	3	2 1/4	9/16		Reversed Iron, if to every frame or every frame
Floors, depth and thickness of Floor Plate at mid line	19	8 1/2	7/16	19	8 1/2	7/16		Floors, depth and thickness of Floor Plate at mid line
Ditto ditto at Bilge Keelson	10							Ditto ditto at Bilge Keelson
Size of Reversed Angle Iron, and No. 1 & 2 at top of Floor Plate	3	3	9/16	3	2 1/4	9/16		Size of Reversed Angle Iron, and No. 1 & 2 at top of Floor Plate
Beams, Deck (N ^o . 60) double Angle Iron, Plate, Tee, or Bulb Iron	7	7	7/16	7	7	7/16		Beams, Deck (N ^o . 60) double Angle Iron, Plate, Tee, or Bulb Iron
Double or single Angle Iron, on top edge	2 1/2	2 1/2	9/16	2 1/2	2 1/2	9/16		Double or single Angle Iron, on top edge
Average space between	3 ft. 6 in.		3 ft. 6 in.					Average space between
Hold, or Lower Deck (N ^o . 42) double Angle, Tee, Plate, or Bulb Iron	7 1/4	7 1/4		7 1/4	7 1/4			Hold, or Lower Deck (N ^o . 42) double Angle, Tee, Plate, or Bulb Iron
Double or single Angle Iron, on top edge	3	3	9/16	3	2 1/4	9/16		Double or single Angle Iron, on top edge
Average space between	2 ft. 4 in.		2 ft. 4 in.					Average space between
Paddle, sided and moulded, thickness of Plate size of Angle Iron								Paddle, sided and moulded, thickness of Plate size of Angle Iron
Engine								Engine
Keelson, single or double plate, box, or intercostal	23	9 1/2		23	9 1/2			Keelson, single or double plate, box, or intercostal
Size of Plates Bulb fore & aft	7 1/2	7 1/2		7 1/2	7 1/2			Size of Plates Bulb fore & aft
Size of Angle Irons	4	4	9/16	4 1/4	3 3/4	9/16		Size of Angle Irons
Side, single or double, plate, box, or intercostal								Side, single or double, plate, box, or intercostal
Bilge (No. 1) at each Bilge, single, or double, plate, or box	7 1/4	7 1/4		7 1/4	7 1/4			Bilge (No. 1) at each Bilge, single, or double, plate, or box
Transoms, material plate or, if none, in what manner compensated for.	4	4	9/16	4 1/4	3 3/4	9/16		Transoms, material plate or, if none, in what manner compensated for.

Knight-heads, and Hawse Timbers Checks and plates

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

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

" " " on the frames " " " from on alternate to frames to gunwale

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

Plates, Garboard, double or rivetted to keel, double or at upper edge, with rivets (1 1/4 ins.) diameter, averaging (4 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 (1 1/2 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 (8 to 7 1/2) 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 1/8)

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 } Bolted to stringer and side

Waterway " " planksheer and to the Beams { if necessary. }

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

Hold or Lower Deck ditto ditto

Paddle " " 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 Hoar's Frames & Beams, J. W. & B. Walker, Plates, Trolley Bridge

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

Builder's Signature L. C. Mitchell & Co Surveyor's Signature A. Harding

N. Dobson

IRON 441-0333

5872 Iron

Workmanship. Are the lands or laps of the clenwork 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? 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.)

"Clay's Lym", Proving house						"Clay's Lym", Proving house					
CABLES, &c., tested at (Signed) Robt. Burnett (Capt)						ANCHORS, tested at (Signed) Robt. Burnett (Capt)					
No.		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	975	975-19.1.65	180	17/8 37.4.0.0	Bowers	1	1704	1704-22.11.65	18.2.4	19.8.3.0
Fore Top Sails,	Hempen	799	799-21.11.65	90	17/8 37.6.0.0		1	2154	2154-19.1.66	18.0.9	19.2.0.21
Fore Topmast	Stream Cable	976	976-19.1.66	90	7/8 15.15.0.0		1	1762	1762-1.12.65	15.2.7	17.0.3.21
Stay Sails,	Hawser			80	8 1/2	Stream	1			8.1.1	Inn
Main Sails,	Towlines			120	6 1/2					4.0.0	Stock
Main Top Sails,	Warp			80	5 1/2	Kedges	1			2.0.9	
and	All of <u>good</u> quality.			80	4 1/2						

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 engine &c

Order for Special Survey DATES of 1st. On the several parts of the frame, when in place, and before the plating was wrought
 No. 509 Surveys held 2nd. On the plating during the progress of rivetting
 Date 4 May 1865 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 — Poop Small Forecastle —

General Remarks,

In the fore hold the beams are spaced ^{3 1/2 in} 3.6 apart. deck laid with 3 in. Red Pine and caulked; in the after hold the beams are spaced on 2nd and 4th frames alternately. In all other respects the vessel has been built in accordance with the Midship section (herewith enclosed) and as per Secretary's letter 24th May 1865.

In what manner are the surfaces preserved from oxidation? Inside Red lead and Asphalt
 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,
 Certificate (if required)£ 39 : :
 Special

Committee's Minute 26th November 1864

Character assigned B

[Handwritten signatures and stamps]
 This vessel appears eligible to be classed as unencumbered above
 Lloyd's Register
 25 Nov 1865

H. M. D., Newcastle on Tyne, Newcastle on Tyne