

# IRON SHIPS.

*British Commadore*

Rev 30/3/68

No. 10555 Survey held at Newcastle Date 18<sup>th</sup> Oct. 1867 to 24<sup>th</sup> March 18 68  
 on the Ship "Knight Bachelor" Master Lt. Reid  
 Tonnage under tonnage deck 1377.03 Built at Newcastle When built 1868 Launched 22<sup>nd</sup> Feb. 1868  
 Ditto of poop or spar deck 14.81  
 Ditto of engine room 14.81  
 Total Register tonnage 28.34 28.34  
 Gross Tonnage as marked on Beam 1405.37 Port belonging to London Destined Voyage Calcutta  
 Surveyed while Building, Afloat, or in Dry Dock While building

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.	N <sup>o</sup> . of Decks
210.0			36.0			25.0					Two

(Dimensions of Ship per Register, length 221.6 breadth 36.1 depth 24.48)

	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	9 x 3	9 x 3				
" if plate iron, breadth and thickness	9 x 3	9 x 3				
Stem, if bar iron, moulding and thickness	9 x 3	9 x 3				
" if plate iron, breadth and thickness	9 x 3 1/2	9 x 3				
Stern-post, if bar iron, moulding and thickness	9 x 3 1/2	9 x 3				
" if plate iron, breadth and thickness	21	21				
Distance of Frames from moulding edge to moulding edge, all fore and aft	21	21				
Frames, Size of Angle Iron, single or double	5 3/4 x 9/16	5 3/4 x 9/16				
" Reversed Iron, if to every frame or every frame	3 1/2 x 3 9/16	3 1/2 x 3 9/16				
Floors, depth and thickness of Floor Plate at mid line	26 1/2 x 9/16	25 1/2 x 9/16				
" Ditto ditto at Bilge Keelson	14 " "	- - -				
" Size of Reversed Angle Iron, and No. 1 & 2 at top of Floor Plate	3 1/2 x 3 9/16	3 1/2 x 3 9/16				
Beams, Deck (N <sup>o</sup> . 55) double Angle Iron, Plate, Tee, or Bulb Iron	- 9 9/16	- 9 9/16				
" double or single Angle Iron, on top edge	3 1/2 x 3 9/16	3 1/2 x 3 9/16				
" average space between	Alternate Frames					
" Hold or Lower Deck (N <sup>o</sup> . 51) double Angle, Tee, Plate, or Bulb Iron	- 9 9/16	- 9 9/16				
" double or single Angle Iron on top edge	3 1/2 x 3 9/16	3 1/2 x 3 9/16				
" average space between	Alternate Frames					
" Paddle, sided and moulded, thickness of Plate size of Angle Iron	- 9 9/16	- 9 9/16				
" Double angle iron on top edge	3 1/2 x 3 9/16	3 1/2 x 3 9/16				
" Average space between	Every Sixth Frame					
Keelson, single or double plate, box, or intercostal	6 4 9/16	5 1/2 4 1/2 9/16				
" Size of Plates	3 1/2 x 3 9/16					
" Size of Angle Irons	6 x 4 9/16					
" Side, single or double, plate, box, or intercostal	6 4 9/16	5 1/2 4 1/2 9/16				
" Bilge (No. 1) at each Bilge, single, or double, plate, or box	6 4 9/16	5 1/2 4 1/2 9/16				
Transoms, material	plate					
Knight-heads, and Hawse Timbers	Plate					
The Frames extend in one length from	3 ft each side to gunwale					
The reverse angle irons on the floors extend in one length across	the middle line from to clow to the Lower deck, and on					
" " " on the frames	" " " from to alternate frames to upper deck.					
Keelson, how are the various lengths of plates or angle irons connected?	by butt straps					
Edges, Garboard, double or rivetted to keel, double or	at upper edge, with rivets (1 1/4 x 7/8 ins.) diameter, averaging (4 1/2 ins.) apart.					
" Edges from Garboards to upper part of bilge, worked clencher, double or single rivetted; with rivets (7/8 in.) diameter, averaging (2 1/2 ins.) apart.						
" Butts from Keel to turn of bilge, worked carvel with butt straps (1 1/4 x 1 1/2) thick, double or single rivetted; with rivets (7/8 in.) diameter, averaging (2 1/2 ins.) apart.						
" Edges from bilge to sheerstrake, worked carvel with a lining piece ( ) thick, or clencher, double or single rivetted; with rivets (7/8 in.) diameter, averaging (2 1/2 ins.) apart.						
" 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 (1 1/2 x 1 1/2) thick, double or single rivetted; with rivets (7/8 in.) diameter, averaging (2 1/2 ins.) apart. Breadth of laps in double rivetting (5 1/2) Breadth of laps in single rivetting ( )						
Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted?	double & triple rivetted					
Planksheer, how secured to the plating of the sides	Explain by sketch					
Waterway " " planksheer and to the Beams	if necessary.					
Deck Beams, how secured to the side?	Welded knees rivetted to frames					
Hold or Lower Deck ditto	d: d: d:					
Paddle Hold " "	d: d: d:					
No. of breasthooks	5					
crutches	5					
What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.?						
Manufacturer's name or trade mark	Palmer's Iron					
We certify that the above is a correct description of the several particulars therein given.						
Builder's Signature	Blair, MacArthur					
Surveyor's Signature	A. Harding					

IRON 442-0094



6124 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 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.

The Masts and Bowsprit are of Iron. - see sketch attached to

Tested at "Lloyd's" proving house  
 (Signed) Robt Burnell (Capt)

Report No 10500.

(Signed)

No.	She has SAILS.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c	No.	Weight Ex. Stock.	Test as per Certificate.	Weight req'd per Rule.	Test req'd per Rule.
	Fore Sails,	Chain .....	300	1 1/16	74.5.0.0	1 1/16	63.5.0.0	Bowers .....	1	36.3.9	33.13.0.0	34.0.0	31.12.2.0
	Fore Top Sails,	* Tested to 10 ft. above Admiralty proof.							1	36.0.12	33.3.3.0	34.0.0	31.12.2.0
	Fore Topmast Stay Sails	Hempen Stream Cable	90	1 1/16					1	35.3.2	33.0.0.0	28.3.0	27.13.1.1
	Main Sails,	Hawser .....	90	7				Stream .....	1	14.1.0	In	13.2.0	In
	Main Top Sails,	Towlines .....	90	12		10							
		Warp .....	90	6		6		Kedges .....	1	6.3.12	Stock	6.3.0	Stock
		All of <u>Good</u> quality.							1	3.1.17	Stock	3.1.0	Stock

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

She has one Life, one Long Boat, and two others

The present state of the Windlass is good Capstan good and Rudder good Pumps 6 deck pumps, good

Order for Special Survey DATES of 1st. On the several parts of the frame, when in place, and before the plating was wrought  
 No. 613 Surveys held 2nd. On the plating during the progress of rivetting  
 Date 9th Sept 1867 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 deck Poop and or Forecastle

# General Remarks,

The Bulkheads to Quarter and upper deck stringer are triple rivetted, all other butts and edges of plating double rivetted.

The vessel is similar in every respect to the "Portia" report No 10500. - and Classed A. 1.

In what manner are the surfaces preserved from oxidation? Inside Portland Cement & four coats of Paint  
 Ditto ditto Outside four coats of Paint

I am of opinion this Vessel should be Classed A. 1.

The amount of the Fee .....£ 5: 0: 0 is received by me,

Special .....£ 70: 5: 0

Certificate (if required) .....£ 0: 0: 0

Committee's Minute 31st March 1868

Character assigned A 1

J. Harding

This Sailing Ship built of Iron appears to be in good condition and is recommended for classification as recommended above.

Lloyd's Register Foundation