

IRON SHIPS.

6327

210/3
167

Rec 25/6/68
1868

No. 10422 Survey held at Newcastle Date January to 12 June
 on the S.S. "Statira" Master R. T. Way
 Tonnage under tonnage deck 737.59 Built at Newcastle When built 1868 Launched 27 April 1868
 Ditto of poop Break or spar deck 124.73 By whom built Palmer & Co Owners London Steamship Co. (Limited)
 Ditto of engine room 190.55 Port belonging to London Destined Voyage Mediterranean
 Total Register tonnage 823.32 Gross Tonnage 823.32
 Board of Trade allowance for Crew Space 38.75 Surveyed while Building, Afloat, or in Dry Dock While building

Length aloft 210.0 Feet. Inches. Extreme Breadth 28.0 Feet. Inches. Depth from top of Upper Deck Beam to top of Floor 14.6 Feet. Inches. Power of Engines 160 Horse. No. of Decks one

(Dimensions of Ship per Register, length 211.4 breadth 28.2 depth 17.48)

	Inches in Ship.	Inches required per Rule.		Inches in Ship.	Inches required per Rule.
Keel, if bar iron, depth and thickness	$7\frac{1}{4} \times 2\frac{3}{4}$	$7\frac{1}{4} \times 2\frac{3}{4}$	Plates in Garboard Strakes, breadth and thickness	<u>30</u>	$7\frac{1}{6}$
" if plate iron, breadth and thickness	$7\frac{1}{4} \times 2\frac{3}{4}$	$7\frac{1}{4} \times 2\frac{3}{4}$	Ditto from Garboard to upper part of Bilges	<u>19</u>	$7\frac{1}{6}$
Stem, if bar iron, moulding and thickness	$7\frac{1}{4} \times 2\frac{3}{4}$	$7\frac{1}{4} \times 2\frac{3}{4}$	" from upper part of Bilge to a perpendicular height from upper side of Keel of $\frac{2}{3}$ ths the entire depth of Hold	<u>9</u>	$7\frac{1}{6}$
" if plate iron, moulding and thickness	8×5	$7\frac{1}{4} \times 5\frac{1}{2}$	" from $\frac{2}{3}$ ths depth of Hold to lower edge of Sheerstrake	<u>8</u>	$7\frac{1}{6}$
" if plate iron, breadth and thickness	<u>21</u>	<u>21</u>	" Sheerstrake, breadth and thickness	<u>30</u>	$7\frac{1}{6}$
" moulding edge to top of floor plate	<u>4</u>	<u>4</u>	Butt Straps to outside plating, breadth and thickness	<u>14</u>	$7\frac{1}{6}$
" or double	<u>4</u>	<u>4</u>	Gunwale Plate or Stringer on ends of Upper Deck Beams, breadth and thickness	<u>31</u>	$7\frac{1}{6}$
" every frame	<u>3</u>	<u>3</u>	Angle Iron on ditto	<u>15</u>	$7\frac{1}{6}$
" or Plate at	<u>18</u>	<u>18</u>	Stringer or Tie Plates fore and aft, on Upper Deck Beams, outside Hatchways	<u>11</u>	$7\frac{1}{6}$
" Bilge Keelson	<u>10</u>	<u>10</u>	Diagonal Tie Plates on ditto	<u>11</u>	$7\frac{1}{6}$
" Angle Iron, and at top of Floor Plate	<u>3</u>	<u>3</u>	Planksheer, materials and scantlings		
" (52) double Angle Iron, Plate, Tee, or Bulb Iron	<u>7</u>	<u>7</u>	Waterway ditto ditto		
" double or single Angle Iron, on top edge	<u>3</u>	<u>3</u>	Flat of Upper Deck, thickness and material	<u>3</u>	$7\frac{1}{6}$
" average space between	<u>Alternate frames</u>		" how fastened to Beams	<u>Nut & screw bottom</u>	
" Hold, or Lower Deck (No. 35) double Angle, Tee, Plate, or Bulb Iron	<u>7</u>	<u>7</u>	Ceiling betwixt Decks and in Hold, thickness and material	<u>2</u>	$7\frac{1}{6}$
" double or single Angle Iron on top edge	<u>3</u>	<u>3</u>	Clamps or Spirketting plate ditto	<u>18</u>	$7\frac{1}{6}$
" average space between	<u>2" & 4" frames</u>		Stringer Plates on ends of Hold or Lower Deck Beams, breadth and thickness	<u>30</u>	$7\frac{1}{6}$
" Paddle, sided and moulded, thickness of Plate size of Angle Iron	<u>alternate</u>		Stringer or Tie Plates fore and aft outside Hatchways, on Hold or Lower Deck Beams	<u>4</u>	$7\frac{1}{6}$
" Engine			Stringers in Hold	<u>5</u>	$7\frac{1}{6}$
Keelson, single or double plate, box, or intercostal	<u>24</u>	<u>24</u>	Flat of Lower Deck, thickness and material	<u>5</u>	$7\frac{1}{6}$
" Size of Plates	<u>5</u>	<u>5</u>	Main piece of Rudder, diameter at head	<u>5</u>	$7\frac{1}{6}$
" Size of Angle Irons	<u>3</u>	<u>3</u>	" " " at heel	<u>3</u>	$7\frac{1}{6}$
" Side, single or d'ble, plate, box, or intercostal	<u>5</u>	<u>5</u>	(Can the Rudder be unshipped afloat) <u>Yes</u>		
" Bilge (No. 1) at each Bilge, single, or double, plate, or box	<u>5</u>	<u>5</u>	Bulkheads, No. <u>4</u> Thickness of <u>7</u>		

Transoms, material plate or, if none, in what manner compensated for.
 Night-heads, and Hawse Timbers Chocks and Plates
 Frames extend in one length from Keel to Gunwale
 The reverse angle frons on the floors extend in one length across the middle line from Keel to side of Tank from thence to above
 " " " on the frames " " " from hold stringer to and on alternate frames to upper deck
 Keelson, how are the various lengths of plates or angle irons connected? by butt straps
 Plates, Garboard, double or single rivetted to keel, double or single at upper edge, with rivets ($\frac{1}{8}$ in.) diameter, averaging ($2\frac{1}{2}$ in.) apart.
 " Edges from Garboards to upper part of bilge, worked clencher, double or single rivetted; with rivets ($\frac{3}{4}$ in.) diameter, averaging ($2\frac{3}{4}$ in.) apart.
 " Butts from Keel to turn of bilge, worked carvel with butt straps ($\frac{1}{8}$ in.) thick, double or single rivetted; with rivets ($\frac{3}{4}$ in.) diameter, averaging ($2\frac{1}{2}$ in.) 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 ($\frac{3}{4}$ in.) diameter, averaging ($2\frac{3}{4}$ 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 ($\frac{1}{8}$ in.) thick, double or single rivetted; with rivets ($\frac{3}{4}$ in.) diameter, averaging ($2\frac{3}{4}$ in.) apart. Breadth of laps in double rivetting ($4\frac{1}{2}$) Breadth of laps in single rivetting ($2\frac{3}{4}$)
 Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted? double rivetted
 Planksheer, how secured to the plating of the sides { Explain by sketch } Gutter Waterway
 Waterway " " planksheer and to the Beams { if necessary. }
 Deck Beams, how secured to the side? Welded & secured rivetted to frames
 Hold or Lower Deck ditto ditto
 Paddle " " No. of breasthooks 4 crutches 4
 What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.? Palmer "Sarnow"
 Manufacturer's name or trade mark
 We certify that the above is a correct description of the several particulars therein given.
 Builder's Signature John H. Roberts Surveyor's Signature W. Hardinge

IRON 42-0294

6324 *Len*

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.

*Tested at "Lloyd's Lane" proving house.
(Signed) Robt Burrell - (Capt)*

N ^o .	She has SAILS.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c	N ^o .	Weight. Ex. Stock.	Test as per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
	Fore Sails,	Chain	270	1 7/16	34.4.0.0	1 7/16	34.4.0.0	Bowers	1	18.3.6	19.15.1.7	18.0.0	19.0.0.0
	Fore Top Sails,								1	18.1.21	19.8.3.0	18.0.0	19.0.0.0
	Fore Topmast Stay Sails	Hempen Stream Cable	90	1 1/16	---	1 1/16	---		1	15.2.0	16.18.3.0	15.1	
	Main Sails,	Hawser	90	6	---			Stream	1	18.1.0	---		
	Main Top Sails,	Towlines	90	9	---				1	4.0.21			
	and	Warp	90	7	---			Kedges	1	2.0			
		All of <u>good</u> quality.											
	Her Standing and Running Rigging	<u>is</u>						sufficient in size and	<u>Good</u>				in quality
	She has	<u>One life</u>						Long Boat and	<u>two others</u>				
	The present state of the Windlass is	<u>Good</u>						Capstan	<u>Good</u>				Pumps <u>Three</u>

Order for Special Survey DATES of 1st. On the several parts of the frame, when in place, and before the plating was wrought
No. 624 Surveys held 2nd. On the plating during the progress of rivetting
Date 19 Dec 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
Date ---

State if she has a Raised Spar Deck Quarter deck Poop and or Forecastle ---

General Remarks,

This vessel has a ballast tank, extending from the foremost bulkhead, aft, a distance of about 123 feet, but not constructed in accordance with the Rules, the top plating being only 5/16 thick. {But according to Section 25, 6.68 submitted and allowed for}
The sheersake is doubled for 3/4 the length amidships, also the upper deck stringer, a clamp plate fitted between decks for about 3/4 the length 18 x 1/2.
In all other respects the vessel has been built in accordance with the Midship section, herewith returned, and per Secretary's letter 1st January 1868.

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

I am of opinion this Vessel should be Classed B. 1.
The amount of the Fee£ 5: 0: 0 is received by me,
Sam MCG Special£ 41: 4: 0
Certificate (if required)£ 0: 0: 0

Committee's Minute 26th June 18 68

Character assigned B 1 LOCP
WAS

Harding

*This vessel appears eligible for the Class recommended above
Vess. B. 1
125-6-68*

4. No. 624. Surveyed on 19 Dec 1867. 44-2 Good Exchange, F.C.