

IRON SHIPS.

32 Survey held at South Shields Date 14th May 1868 to 4th January 1869 Newcastle
 Ship "Pari" Master W. T. Spring
 Under tonnage deck 744.11 Built at South Shields When built 1865 Launched Dec: 8th / 68
 Quarter 18.21
 Poop raised or spar deck 18.21
 Deck house 20.83
 Engine room 20.83
 Register tonnage on beam 746.56
 Free Space 56.59
 Tonnage 813.15
 By whom built Redhead & Co Owners M^r W. Wright
 Port belonging to South Shields Destined Voyage Singapore
 Keel laid down while Building, Afloat, or in Dry Dock While building

Feet. Inches. Length aloft 185.0 Extreme Breadth 32.05 Depth from top of Upper Deck Beam to top of Floor 20.0 Power of Engines Horse. No. of Decks 3

Dimensions of Ship per Register, length 195.0 breadth 32.05 depth 19.9

	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	4 1/2 x 3 1/2	4 1/2 x 3 1/2	4 1/2 x 3 1/2	4 1/2 x 3 1/2	4 1/2 x 3 1/2	4 1/2 x 3 1/2
if plate iron, breadth and thickness	4 1/2 x 3 1/2	4 1/2 x 3 1/2	4 1/2 x 3 1/2	4 1/2 x 3 1/2	4 1/2 x 3 1/2	4 1/2 x 3 1/2
Stem, if bar iron, moulding and thickness	4 1/2 x 3 1/2	4 1/2 x 3 1/2	4 1/2 x 3 1/2	4 1/2 x 3 1/2	4 1/2 x 3 1/2	4 1/2 x 3 1/2
if plate iron, breadth and thickness	4 1/2 x 3 1/2	4 1/2 x 3 1/2	4 1/2 x 3 1/2	4 1/2 x 3 1/2	4 1/2 x 3 1/2	4 1/2 x 3 1/2
Stern-post, if bar iron, moulding and thickness	4 1/2 x 3 1/2	4 1/2 x 3 1/2	4 1/2 x 3 1/2	4 1/2 x 3 1/2	4 1/2 x 3 1/2	4 1/2 x 3 1/2
if plate iron, breadth and thickness	4 1/2 x 3 1/2	4 1/2 x 3 1/2	4 1/2 x 3 1/2	4 1/2 x 3 1/2	4 1/2 x 3 1/2	4 1/2 x 3 1/2
Distance of Frames from moulding edge to moulding edge, all fore and aft	21	21	21	21	21	21
Frames, Size of Angle Iron, single or double	4 1/2 x 3 1/2	4 1/2 x 3 1/2	4 1/2 x 3 1/2	4 1/2 x 3 1/2	4 1/2 x 3 1/2	4 1/2 x 3 1/2
Reversed Iron, if to every frame	4 1/2 x 3 1/2	4 1/2 x 3 1/2	4 1/2 x 3 1/2	4 1/2 x 3 1/2	4 1/2 x 3 1/2	4 1/2 x 3 1/2
Floors, depth and thickness of Floor Plate at mid line	2 1/2 x 1 1/2	2 1/2 x 1 1/2	2 1/2 x 1 1/2	2 1/2 x 1 1/2	2 1/2 x 1 1/2	2 1/2 x 1 1/2
Ditto ditto at Bilge Keelson	2 1/2 x 1 1/2	2 1/2 x 1 1/2	2 1/2 x 1 1/2	2 1/2 x 1 1/2	2 1/2 x 1 1/2	2 1/2 x 1 1/2
Size of Reversed Angle Iron, and No. at top of Floor Plate	3 1/2 x 2 1/2	3 1/2 x 2 1/2	3 1/2 x 2 1/2	3 1/2 x 2 1/2	3 1/2 x 2 1/2	3 1/2 x 2 1/2
Decks, Deck (No. 1) double Angle Iron, Plate, Tee or Bulb Iron	8 x 6	8 x 6	8 x 6	8 x 6	8 x 6	8 x 6
double or single Angle Iron, on edge	8 x 6	8 x 6	8 x 6	8 x 6	8 x 6	8 x 6
average space between	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2
Hold, or Lower Deck (No. 2) double Angle, Tee, Plate, or Bulb Iron	8 x 6	8 x 6	8 x 6	8 x 6	8 x 6	8 x 6
double or single Angle Iron, on edge	8 x 6	8 x 6	8 x 6	8 x 6	8 x 6	8 x 6
average space between	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2
Paddle, sided and moulded, thickness of Plate size of Angle Iron	3 1/2 x 2 1/2	3 1/2 x 2 1/2	3 1/2 x 2 1/2	3 1/2 x 2 1/2	3 1/2 x 2 1/2	3 1/2 x 2 1/2
Engine	15 x 9	15 x 9	15 x 9	15 x 9	15 x 9	15 x 9
Keelson, single or double plate, box, or intercostal	15 x 9	15 x 9	15 x 9	15 x 9	15 x 9	15 x 9
Size of Plates	15 x 9	15 x 9	15 x 9	15 x 9	15 x 9	15 x 9
Size of Angle Irons	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3
Side, single or double, plate, box, or intercostal	3 1/2 x 2 1/2	3 1/2 x 2 1/2	3 1/2 x 2 1/2	3 1/2 x 2 1/2	3 1/2 x 2 1/2	3 1/2 x 2 1/2
Bilge (No. 1) at each Bilge, single or double, plate, or box	5 x 4	5 x 4	5 x 4	5 x 4	5 x 4	5 x 4
Transoms, material or, if none, in what manner compensated for	Plate	Plate	Plate	Plate	Plate	Plate
Knight-heads, and Hawse Timbers	Angles plate & 1/2 in. Oak	Angles plate & 1/2 in. Oak	Angles plate & 1/2 in. Oak	Angles plate & 1/2 in. Oak	Angles plate & 1/2 in. Oak	Angles plate & 1/2 in. Oak
The Frames extend in one length from	Keel	Keel	Keel	Keel	Keel	Keel
The reverse angle irons on the floors extend in one length across the middle line from	Keel	Keel	Keel	Keel	Keel	Keel
on the frames	Keel	Keel	Keel	Keel	Keel	Keel
Keelson, how are the various lengths of plates or angle irons connected?	by plate straps	by plate straps	by plate straps	by plate straps	by plate straps	by plate straps
Plates, Garboard, double or rivetted to keel, double or at upper edge, with rivets (1/2 in.) diameter, averaging (3 1/2 in.) apart.	double	double	double	double	double	double
Edges from Garboards to upper part of bilge, worked clencher, double or single rivetted; with rivets (1/2 in.) diameter, averaging (3 1/2 in.) apart.	double	double	double	double	double	double
Butts from Keel to turn of bilge, worked carvel with butt straps (1 1/2 in.) thick, double or single rivetted; with rivets (1/2 in.) diameter, averaging (3 1/2 in.) apart.	double	double	double	double	double	double
Do the butt straps lap over and rivet through the lands of the strake below?	No	No	No	No	No	No
Edges from bilge to sheerstrake, worked carvel with a lining piece (1/2 in.) thick or clencher, double or single rivetted; with rivets (1/2 in.) diameter, averaging (3 in.) apart.	double	double	double	double	double	double
Do the butt straps lap over and rivet through the lands of the strake below?	No	No	No	No	No	No
Edges of Sheerstrake, double or single rivetted? At upper edge single At lower edge double	single	single	single	single	single	single
Butts from bilge to planksheers, worked carvel with butt straps (1 1/2 in.) thick, double or single rivetted; with rivets (1/2 in.) diameter, averaging (3 1/2 in.) apart. Breadth						

Manufacturer's name or trade mark *Angle Iron "Linnov" Palmers Dock*

We certify that the above is a correct description of the several particulars therein given. *Plates "Dolekova" & "Harrington" "Linnov" Dock*

Builder's Signature *Readhead, Saffley & Co* Surveyor's Signature *J. M. [illegible]*

IRON 443-0264

6798 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.)

See drawings enclosed as sanctioned by Committee

Iron Stamped B.V. & Co. Cleveland. Wilson Park

Taken at Sunderland Towing house - J. Hartnips - Sept.

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.	Weight req'd per Rule.	Test req'd per Rule.
	Fore Sails,	Chain	300	1 7/8	44,000	1 7/8	44,000	Bowers	1	24.0.21	24.13.14	23.2.0	23.10.0.0
	Fore Top Sails,								1	23.2.16	23.12.3	23.2.0	23.10.0.0
	Fore Topmast Stay Sails	Hempen Stream Cable	90	7/8	---	7/8	---		1	20.2.7	21.5.3.2	19.3.25	20.15.0.0
	Main Sails,	Hawser	90	9/4	---	8	---	Stream	1	18.1.16	---	10.0.0	In
	Main Top Sails,	Towlines	90	7	---	5	---						
		Warp	90	6	---	---	---	Kedges	1	4.3.14	---	5.0.0	Stock
		All of <u>good</u> quality.	90	5	---	---	---		1	2.2.20	---	2.2.0	

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

She has one life Long Boat and three others

The present state of the Windlass is good Capstan good and Rudder good Pumps three deck

Order for Special Survey DATES of
 No. 651 Surveys held
 Date 31 March 1868 while building
 Order for Ordinary Survey as per
 No. --- Section 18.
 Date ---

- 1st. On the several parts of the frame, when in place, and before the plating was wrought
- 2nd. On the plating during the progress of rivetting
- 3rd. When the beams were in and fastened, and before the decks were laid
- 4th. When the ship was complete, and before the plating was finally coated
- 5th. After the ship was launched

Special

Survey

State if she has a Spar Deck Raised quarter deck and a small anchor or Forecastle

General Remarks,

This vessel is built in accordance with the enclosed midship section. - The Floors are 1 1/4 of an inch under the requirements of Table G. but the sectional area is made up by increased depth.

A pillar of 2 3/4" bar iron is fitted to each deck beam, and one of 3 1/4" diameter to each Hole beam for 3/4" the vessels length, before and abaft, to every alternate beam.

In what manner are the surfaces preserved from oxidation? Inside Red lead and Portland Cement
 Ditto ditto Outside do - three coats

I am of opinion this Vessel should be Classed A I subject to the approval of the Committee of the 1st Reg. Anchor
 The amount of the Fee£ 5- is received by me,
Do. M. Special£ 38- 17-
 Certificate (if required)£ 5- 4- 4-

Committee's Minute 8th January 1869

Character assigned A