

IRON SHIPS.

Rec'd by Lloyd's Register
Newcastle 1869

32 Survey held at South Shields Date 14th May 1868 to 4th January

Ship "Pari" Master N. T. Spring

Built at South Shields When built 1865 Launched Feb: 8th /68

By whom built Redhead & Co Owners Messrs Wright

Register tonnage on beam 476.56 Port belonging to South Shields Destined Voyage Singapore

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

Length aloft 185.0 Extreme Breadth 32.0 Depth from top of Upper Deck Beam to top of Floor 20.0 Power of Engines - No. of Decks Deck and Hold

Dimensions of Ship per Register, length 193.0 breadth 32.05 depth 19.9

	Inches in Ship.		Inches required per Rule.		Inches in Ship.		Inches required per Rule.						
	In Ship.	In Ship.	In Ship.	In Ship.	In Ship.	In Ship.	In Ship.	In Ship.					
Keel, if bar iron, depth and thickness	4 1/2	3 1/2	4 1/2	3 1/2	4 1/2	3 1/2	4 1/2	3 1/2	Plates in Garboard Strakes, breadth and thickness	30	12	30	12
" if plate iron, breadth and thickness	4 1/2	3 1/2	4 1/2	3 1/2	4 1/2	3 1/2	4 1/2	3 1/2	Ditto from Garboard to upper part of Bilges	11	11	11	11
Stem, if bar iron, moulding and thickness	4 1/2	3 1/2	4 1/2	3 1/2	4 1/2	3 1/2	4 1/2	3 1/2	" from upper part of Bilge to a perpendicular height from upper side of Keel of 3/4ths the entire depth of Hold	10	10	10	10
" if plate iron, breadth and thickness	4 1/2	3 1/2	4 1/2	3 1/2	4 1/2	3 1/2	4 1/2	3 1/2	" from 3/4ths depth of Hold to lower edge of Sheerstrake	11	11	11	11
Stern-post, if bar iron, moulding and thickness	4 1/2	3 1/2	4 1/2	3 1/2	4 1/2	3 1/2	4 1/2	3 1/2	" Sheerstrake, breadth and thickness	30 1/2	14	30 1/2	14
" if plate iron, breadth and thickness	4 1/2	3 1/2	4 1/2	3 1/2	4 1/2	3 1/2	4 1/2	3 1/2	Butt Straps to outside plating, breadth and thickness	10	9	10	9
Distance of Frames from moulding edge to moulding edge, all fore and aft	21	21	21	21	21	21	21	21	Gunwale Plate or Stringer on ends of Upper Deck Beams, breadth and thickness	24	9	24	9
Frames, Size of Angle Iron, single or double	4 1/2	3	4 1/2	3	4 1/2	3	4 1/2	3	Angle Iron on ditto	5	4	5	4
" Reversed Iron, if to every frame	4 1/2	3	4 1/2	3	4 1/2	3	4 1/2	3	Stringer or Tie Plates fore and aft, on Upper Deck Beams, outside Hatchways	12	9	12	9
" of every frame	4 1/2	3	4 1/2	3	4 1/2	3	4 1/2	3	Diagonal Tie Plates on ditto	12	9	12	9
Floors, depth and thickness of Floor Plate at mid line	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	Planksheer, materials and scantlings	Butt			
Ditto ditto at Bilge Keelson	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	Waterway ditto ditto	Butt			
Size of Reversed Angle Iron, and No. at top of Floor Plate	4 1/2	3	4 1/2	3	4 1/2	3	4 1/2	3	Flat of Upper Deck, thickness and material	3/4	3/4	3/4	3/4
Plates, Deck (N ^o . 57) double Angle Iron, Plate, Tee or Bulb Iron	8	8	8	8	8	8	8	8	" how fastened to Beams	3/4	3/4	3/4	3/4
" double or single Angle Iron, on top edge	9	9	9	9	9	9	9	9	Ceiling betwixt Decks and in Hold, thickness and material	3/4	3/4	3/4	3/4
" average space between	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	Clamps or Spirketting ditto				
Hold, or Lower Deck (N ^o . 50) double Angle, Tee, Plate or Bulb Iron	8	8	8	8	8	8	8	8	Stringer Plates on ends of Hold or Lower Deck Beams, breadth and thickness	22	9	22	9
" double or single Angle Iron, on top edge	9	9	9	9	9	9	9	9	Stringer or Tie Plates fore and aft outside Hatchways, on Hold or Lower Deck Beams	12	9	12	9
" average space between	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	Stringers in Hold	5	4	5	4
" Paddle, sided and moulded, thickness of Plate size of Angle Iron									Flat of Lower Deck, thickness and material	3/4	3/4	3/4	3/4
" Engine									Main piece of Rudder, diameter at head	5 1/4		5	
Keelson, single or double plate, box, or intercostal	15	15	15	15	15	15	15	15	" " " at heel	3		3	
" Size of Plates	15 1/2	15 1/2	15 1/2	15 1/2	15 1/2	15 1/2	15 1/2	15 1/2	(Can the Rudder be unshipped afloat)	3		3	
" Size of Angle Irons	3	3	3	3	3	3	3	3	Bulkheads, N ^o . Thickness of	5/16		5/16	
" Side, single or double, plate, box or intercostal	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	" Height up	to upper deck			
" Bilge (No. 54) at each Bilge, single or double, plate, or box	5	5	5	5	5	5	5	5	" how secured to the sides of the ship	to double frames			
Transoms, material Plate or, if none, in what manner compensated for.									" size of vertical angle irons and their distance apart	3 x 2 1/4	30		
Knight-heads, and Hawse Timbers	Angles plate & oak								The reverse angle irons on the floors extend in one length across the middle line from	to take the angles on hold			
The Frames extend in one length from	Keel to Gunwale								" " " on the frames " " " from	to beam stringer and alternately to			
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 (1/2 in.) diameter, averaging (3 3/4 in.) apart.				
Edges from Garboards to upper part of bilge, worked clencher, double or single rivetted; with rivets (1/2 in.) diameter, averaging (3 3/4 in.) apart.									" Edges from Garboards to upper part of bilge, worked clencher, double or single rivetted; with rivets (1/2 in.) diameter, averaging (3 3/4 in.) apart.				
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 1/4 in.) apart.									" 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 1/4 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 living piece (3/4 in.) thick or clencher, double or single rivetted; with rivets (3/4 in.) diameter, averaging (3 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 living piece (3/4 in.) thick or clencher, double or single rivetted; with rivets (3/4 in.) diameter, averaging (3 in.) apart.				
Edges of Sheerstrake, double or single rivetted? At upper edge	single								" Edges of Sheerstrake, double or single rivetted? At upper edge	single			
At lower edge	double								" At lower edge	double			
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 1/4 in.) apart. Breadth of laps in double rivetting (5 1/4 in.) Breadth of laps in single rivetting (5 in.)									" 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 1/4 in.) apart. Breadth of laps in double rivetting (5 1/4 in.) Breadth of laps in single rivetting (5 in.)				
Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted?	single								" Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted?	single			
Planksheer, how secured to the plating of the sides	Butt								" Planksheer, how secured to the plating of the sides	Butt			
Waterway " " planksheer and to the Beams	Butt								" Waterway " " planksheer and to the Beams	Butt			
Deck Beams, how secured to the side?	Molded								" Deck Beams, how secured to the side?	Molded			
Hold or Lower Deck ditto	do								" Hold or Lower Deck ditto	do			
Paddle " " No. of breasthooks	4								" Paddle " " No. of breasthooks	4			
crutches	3								" crutches	3			
What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.?	Angle iron, narrow Palmers, Best								" What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.?"	Angle iron, narrow Palmers, Best			
Manufacturer's name or trade mark	Plates, Bolckow & Co								" Manufacturer's name or trade mark	Plates, Bolckow & Co			
We certify that the above is a correct description of the several particulars therein given.									" We certify that the above is a correct description of the several particulars therein given."				
Builder's Signature	Redhead, Softley & Co								" Builder's Signature	Redhead, Softley & Co			
Surveyor's Signature									" Surveyor's Signature				

IRON 443-0264

Lloyd's Register Foundation

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 tracings enclosed as sanctioned by Committee
Iron stamped B.V. & Co. Cleveland. Wilson Park

Taken at Sunderland Towing house - J. Hartneps - 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.	W'ght 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	23.2.15	23.12.3.7	23.2.0	23.10.0.0
	Fore Topmast Stay Sails	Hempen Stream Cable	90	7/8	---	7/8	---	Stream	1	20.2.7	21.5.3.21	19.3.25	20.15.0.0
	Main Sails,	Hawser	90	9/4	---	8	---		1	18.1.16	---	10.0.0	In
	Main Top Sails,	Towlines	90	7	---	5	---		1	18.1.16	---	10.0.0	Stock
		Warp	90	6	---	---	---		1	4.3.14	---	5.0.0	
		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 1st. On the several parts of the frame, when in place, and before the plating was wrought
 No. 651 Surveys held 2nd. On the plating during the progress of rivetting
 Date 31 March 1868 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 Spar Deck Raised quarter deck or Forecastle and a small anchor

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 the 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 subject to the approval of the Committee of the 1st May
 The amount of the Fee£ 5: - is received by me,
 Special£ 38: 17: -
 Certificate (if required)£ 5: -

Committee's Minute 8th January 1869
 Character assigned A

No. 651, 31 March 1868, 1869, 1870, 1871, 1872, 1873, 1874, 1875, 1876, 1877, 1878, 1879, 1880, 1881, 1882, 1883, 1884, 1885, 1886, 1887, 1888, 1889, 1890, 1891, 1892, 1893, 1894, 1895, 1896, 1897, 1898, 1899, 1900

