

# IRON SHIPS.

Rev 3/5/69

No. 10044 Survey held at Newcastle Date 30 October 1886 28 April 18 87  
 on the Iron Steamship "William Banks" Master G. Bowser  
 Tonnage under tonnage deck 690  
 Ditto of quarter deck 4.93  
 Ditto of other erections on upper deck  
 Ditto of spar deck 231.06  
 Ditto of engine room 690.67  
 Gross tonnage, less crew space 459.61  
 Register tonnage, cut on beam 31.38  
 Built at Newcastle When built 1869 Launched 27th Mar  
 By whom built Messrs C. Mitchell & Co Owners W. Banks  
 Port belonging to London Destined Voyage Mediterranean  
 If 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.	Nº. of Decks
204	6		28	0		16	6		96		one

(Dimensions of Ship per Register, length 204.3 breadth 28.1 depth 16.65)

	Inches in Ship.	Inches required per Rule.		Inches in Ship.	Inches required per Rule.
Keel, $\frac{1}{2}$ bar iron, depth and thickness	$7 \times 2\frac{3}{4}$	$7 \times 2\frac{3}{4}$	Plates in Garboard Strakes, breadth and thickness	$33 \times \frac{1}{2}$	$30 \times \frac{1}{2}$
" if plate iron, breadth and thickness			Ditto from Garboard to upper part of Bilges	$9\frac{1}{2}$	$9\frac{1}{2}$
Stem, $\frac{1}{2}$ bar iron, moulding and thickness	$7 \times 2\frac{3}{4}$	$7 \times 2\frac{3}{4}$	" from upper part of Bilge to a perpendicular height from upper side of Keel of $\frac{1}{4}$ ths the entire depth of Hold	$8\frac{1}{2}$	$8\frac{1}{2}$
" if plate iron, breadth and thickness			" from $\frac{1}{4}$ ths depth of Hold to lower edge of Sheerstrake	$7\frac{1}{2}$	$7\frac{1}{2}$
Stern-post, $\frac{1}{2}$ bar iron, moulding and thickness	$7 \times 5\frac{1}{2}$	$7 \times 5\frac{1}{2}$	" Sheerstrake, breadth and thickness	$30 \times \frac{1}{2}$	$30 \times \frac{1}{2}$
" if plate iron, breadth and thickness			Butt Straps to outside plating, breadth and thickness	$8\frac{1}{2} \times \frac{1}{2}$	$8\frac{1}{2} \times \frac{1}{2}$
Distance of Frames from moulding edge to moulding edge, all fore and aft	$23$	$23$	Gunwale Plate or Stringer on ends of Upper Deck Beams, breadth and thickness	$32 \times \frac{1}{2}$	$29 \times \frac{1}{2}$
Frames, Size of Angle Iron, single or double	$4 \times 3 \times \frac{1}{2}$	$4 \times 3 \times \frac{1}{2}$	Angle Iron on ditto	$4 \times 4 \times \frac{1}{2}$	$4\frac{1}{2} \times 3\frac{1}{2} \times \frac{1}{2}$
" Reversed Iron, $\frac{1}{2}$ to every frame	$3 \times 2\frac{3}{4} \times \frac{1}{2}$	$3 \times 2\frac{3}{4} \times \frac{1}{2}$	Stringer or Tie Plates fore and aft, on Upper Deck Beams, outside Hatchways	$10\frac{1}{2} \times \frac{1}{2}$	$10\frac{1}{2} \times \frac{1}{2}$
Floors, depth and thickness of Floor Plate at mid line	$19 \times \frac{1}{2}$	$19 \times \frac{1}{2}$	Diagonal Tie Plates on ditto	$10\frac{1}{2} \times \frac{1}{2}$	$10\frac{1}{2} \times \frac{1}{2}$
" Ditto ditto at Bilge Keelson			Planksheer, materials and scantlings		
" Size of Reversed Angle Iron, and No. <u>one</u> at top of Floor Plate	$3 \times 2\frac{3}{4} \times \frac{1}{2}$	$3 \times 2\frac{3}{4} \times \frac{1}{2}$	Waterway ditto ditto	<u>gutter</u>	
Beams, Deck (Nº. <u>2</u> ) double Angle Iron, Plate, Tee, or Bulb Iron	$7 \times \frac{1}{2}$	$7 \times \frac{1}{2}$	Flat of Upper Deck, thickness and material	$4 \times \frac{1}{2}$	$3\frac{1}{2}$
" double or single Angle Iron, on top edge	$2\frac{1}{2} \times \frac{1}{2} \times \frac{1}{2}$	$2\frac{1}{2} \times \frac{1}{2} \times \frac{1}{2}$	" how fastened to Beams	<u>by nut and screw bolts</u>	
" average space between	<u>on alternate frames</u>		Ceiling betwixt Decks and in Hold, thickness and material	$2\frac{1}{2}$	<u>laths for battens</u>
" Hold, or Lower Deck (Nº. <u>31</u> ) double Angle, Tee, Plate, or Bulb Iron	$7 \times \frac{1}{2}$	$7 \times \frac{1}{2}$	Clamps or Spirketting ditto		
" double or single Angle Iron, on top edge	$3 \times 2\frac{3}{4} \times \frac{1}{2}$	$3 \times 2\frac{3}{4} \times \frac{1}{2}$	Stringer Plates on ends of Hold or Lower Deck Beams, breadth and thickness	$22 \times \frac{1}{2}$	$22 \times \frac{1}{2}$
" average space between	<u>between 2nd and 4th frame</u>		Stringer or Tie Plates fore and aft outside Hatchways, on Hold or Lower Deck Beams	$4 \times 4 \times \frac{1}{2}$	$4\frac{1}{2} \times 3\frac{1}{2} \times \frac{1}{2}$
" Paddle, sided and moulded, thickness of Plate size of Angle Iron			Stringers in Hold double Angle iron	$4 \times 4 \times \frac{1}{2}$	$4\frac{1}{2} \times 3\frac{1}{2} \times \frac{1}{2}$
" Engine			Flat of Lower Deck, thickness and material		
Keelson, single or double plate, box, or intercostal			Main piece of Rudder, diameter at head	$5$	$4\frac{3}{4}$
" Size of Plates	$28 \times \frac{1}{2}$	$13 \times \frac{1}{2}$	" " " at heel	$3$	$2\frac{3}{4}$
" Size of Angle Irons	$4 \times 4 \times \frac{1}{2}$	$4\frac{1}{2} \times 3\frac{1}{2} \times \frac{1}{2}$	(Can the Rudder be unshipped afloat) <u>Yes</u>		
" Side, single or double, plate, box, or intercostal			Bulkheads, Nº. <u>4</u> Thickness of <u>6/16</u>		
" Bilge (No. <u>one</u> ) at each Bilge, single, or double, plate, or box	$4 \times 4 \times \frac{1}{2}$	$4\frac{1}{2} \times 3\frac{1}{2} \times \frac{1}{2}$	" Height up upper deck		
Transoms, material <u>iron</u> or, if none, in what manner compensated for			" how secured to the sides of the ship	<u>rivetted to double frames</u>	
Knight-heads, and Hawse Timbers <u>iron and wood</u>			" size of vertical angle irons and their distance apart	$30 \times \frac{1}{2}$	
The Frames extend in one length from <u>keel</u> to <u>gunwale</u>			" rivetted through plates with ( $\frac{3}{4}$ in.) rivets, about ( <u>6</u> ) apart.		
The reverse angle irons on the floors extend in one length across the middle line from <u>to upper part of bilges</u>			" and to <u>gunwale alternately</u> .		
Keelson, how are the various lengths of plates or angle irons connected? <u>by double rivetted buttstraps</u>					
Plates, Garboard, double or rivetted to keel, double or at upper edge, with rivets ( $\frac{1}{2}$ in.) diameter, averaging ( $4 \times 2\frac{1}{2}$ in.) apart.					
" Edges from Garboards to upper part of bilge, worked clench, double or single rivetted; with rivets ( $\frac{3}{4}$ in.) diameter, averaging ( <u>2 1/2</u> ins.) apart.					
" Butts from Keel to turn of bilge, worked carvel with butt straps ( $\frac{9 \times 10}{16}$ ) thick, double or single rivetted; with rivets ( $\frac{3}{4}$ in.) diameter, averaging ( <u>2 1/2</u> ins.) apart.					
" Edges from bilge to sheerstrake, worked carvel with a lying piece ( <u>1</u> thick, or clench, double or single rivetted; with rivets ( $\frac{3}{4}$ in.) diameter, averaging ( <u>2 1/2</u> in.) apart.					
" Edges of Sheerstrake, double or single rivetted? At upper edge <u>single</u> At lower edge <u>double</u>					
" Butts from bilge to planksheers, worked carvel with butt straps ( $\frac{7 \times 11}{16}$ ) thick, double or single rivetted; with rivets ( $\frac{3}{4}$ in.) diameter, averaging ( <u>2 1/2</u> ins.) apart. Breadth of laps in double rivetting ( <u>4 1/4</u> ) Breadth of laps in single rivetting ( <u>2 3/4</u> )					
Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted? <u>double rivetted</u>					
Planksheer, how secured to the plating of the sides Explain by sketch <u>gutter</u>					
Waterway " " planksheer and to the Beams if necessary.					
Deck Beams, how secured to the side? <u>ends turned down and rivetted to frames</u>					
Hold or Lower Deck ditto <u>ends turned down and rivetted to frames</u>					
Paddle " " No. of breasthooks <u>4</u> crutches <u>3</u>					
What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c. <u>Beams, frames, angle irons</u>					
Manufacturer's name or trade mark <u>from Losh, Wilson &amp; Co's and the plating from Corbett, Richardson &amp; Sons &amp; Co., Leeds &amp; Co.</u>					
We certify that the above is a correct description of the several particulars therein given.					
Builder's Signature <u>C. Mitchell &amp; Co</u> Surveyor's Signature <u>R. J. Reed</u>					



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**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? solid single pieces  
Do the holes for rivetting plate to frames, butt straps, or plate to plate, &c., conform well to each other? Fairly so 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 by P. H. R. Bunell Esq.*

N <sup>o</sup> .	She has SAILS.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	N <sup>o</sup> .	Weight. Ex. Stock.	Test as per Certificate.	Wght req'd per Rule.	Test req'd per Rule.
	Fore Sails,	Chain .....	240	1 3/8	34.0.0	1 3/8	34.0.0	Bowers .....	3	17.0.10	18.7.37	16.2.0	18.0.2.14
	Fore Top Sails,	<i>shown</i>											
	Fore Topmast Stay Sails	Hempen Stream Cable	90	7/8		1 3/16							
	Main Sails,	Hawser .....	90	9		7		{with Skin} Stream .....	1	7.0.20		7.0.0	
	Main Top Sails,	Towlines .....	160	6									
	and	Warp .....	80	4 1/2		4		{with Skin} Kedges .....	2	3.2.8		3.2.0	
		All of <u>good</u> quality.											
	Her Standing and Running Rigging	<u>hemp</u>											
	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> and Rudder <u>good</u> Pumps <u>3 and engine</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. 681 Surveys held 2nd. On the plating during the progress of rivetting  
Date 14<sup>th</sup> Oct 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 no *she has a raised quarter-deck and* Peep — or Forecastle mounting

**General Remarks,**

*This vessel is built in accordance with the midship section attached and the Secretary's letter of the 24<sup>th</sup> of October <sup>and 3<sup>rd</sup> November</sup> excepting that the upper deck stringer-plate is 32 x 9/16 instead of 29 x 1/16.  
The water ballast tanks are fitted before and abaft engine room, as per section.*

In what manner are the surfaces preserved from oxidation? Inside by Cement (portland) and paint  
Ditto ditto Outside by paint and composition

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

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

*Mr Mc* Special .....£ 5 : :  
Certificate (if required) .....£ : : :

Committee's Minute 4<sup>th</sup> May 1869

Character assigned B

*R. J. Reed*

*I am of opinion this vessel built since 1861 is eligible for classification as second-hand*

