

# IRON SHIPS.

Rec 8/19/68  
1869

No. 10897 Survey held at Newcastle Date 6<sup>th</sup> October 1868 to 2<sup>nd</sup> July  
 on the S.S. "Alceste" Master \_\_\_\_\_  
 Tonnage under tonnage deck 157.42 Built at Newcastle When built 1859 Launched 29<sup>th</sup> May 1859  
 Ditto of quarter deck \_\_\_\_\_  
 Ditto of poop, forecastle, or other erections on upper deck } 31.91  
 Ditto of spar deck \_\_\_\_\_  
 Ditto of engine room \_\_\_\_\_  
 Gross tonnage, less } 15.10 184.23  
 crew space }  
 Net Register tonnage, } 120.44  
 as out on beam }

By whom built A. Leslie & Co Owners Gaudet Freres  
 Port belonging to London Destined Voyage France  
 If Surveyed while Building, Afloat, or in Dry Dock While building

Length aloft	Fect. Inches.	Extreme Breadth	Fect. Inches.	Depth from top of Upper Deck Beam to top of Floor	Fect. Inches.	Power of Engines	Horse.	N <sup>o</sup> . of Decks
<u>140.0</u>		<u>20.0</u>		<u>10.1</u>		<u>45</u>		<u>one</u>
Dimensions of Ship per Register, length <u>139.9</u> breadth <u>20.1</u> depth <u>9.6</u>								
Keel, if bar iron, depth and thickness	Inches in Ship.		Inches required per Rule for 100 tons Scale.					
Keel, if plate iron, breadth and thickness	<u>6 x 1 1/2</u>		<u>6 x 1 1/2</u>		Plates in Garboard Strakes, breadth and thickness			
Stem, if bar iron, moulding and thickness	<u>6 x 1 1/2</u>		<u>6 x 1 1/2</u>		Ditto from Garboard to upper part of Bilges			
Stem, if plate iron, breadth and thickness	<u>6 x 3 1/2</u>		<u>6 x 3</u>		" from upper part of Bilge to a perpendicular height from upper side of Keel of 3/8ths the entire depth of Hold			
Stern-post, if bar iron, moulding and thickness	<u>21</u>		<u>21</u>		" from 3/8ths depth of Hold to lower edge of Sheerstrake			
Stern-post, if plate iron, breadth and thickness					" Sheerstrake, breadth and thickness			
Distance of Frames from moulding edge to moulding edge, all fore and aft	<u>21</u>		<u>21</u>		Butt Straps to outside plating, breadth and thickness			
Frames, Size of Angle Iron, single or double	<u>2 1/2</u>	<u>2 1/2</u>	<u>9/16</u>	<u>2 1/2</u>	<u>2 1/2</u>	<u>9/16</u>	Gunwale Plate or Stringer on ends of Upper Deck Beams, breadth and thickness	
" " Reversed Iron, if to every frame or every frame	<u>2 1/2</u>	<u>2 1/2</u>	<u>9/16</u>	<u>2 1/2</u>	<u>2 1/2</u>	<u>9/16</u>	Angle Iron on ditto	
Floors, depth and thickness of Floor Plate at mid line	<u>12 1/2</u>	<u>9/16</u>	<u>12 1/2</u>	<u>9/16</u>	Stringer or Tie Plates fore and aft, on Upper Deck Beams, outside Hatchways			
Ditto ditto at Bilge Keelson	<u>6</u>	<u>9/16</u>	<u>6</u>	<u>9/16</u>	Diagonal Tie Plates on ditto			
Size of Reversed Angle Iron, and No. 142 at top of Floor Plate	<u>2 1/2</u>	<u>2 1/2</u>	<u>9/16</u>	<u>2 1/2</u>	<u>2 1/2</u>	<u>9/16</u>	Planksheer, materials and scantlings	
Keelsons, Deck (N <sup>o</sup> . 38) double Angle Iron, Plate, Tee, or Bulb Iron	<u>6</u>	<u>9/16</u>	<u>6</u>	<u>9/16</u>	Waterway ditto ditto			
" double or single Angle Iron, on top edge	<u>2 1/2</u>	<u>2 1/2</u>	<u>9/16</u>	<u>2 1/2</u>	<u>2 1/2</u>	<u>9/16</u>	Flat of Upper Deck, thickness and material	
" average space between	Alternate Frames				" " how fastened to Beams			
Hold, or Lower Deck (N <sup>o</sup> . double Angle, Tee, Plate, or Bulb Iron)					Ceiling betwixt Decks and in Hold, thickness and material			
" " double or single Angle Iron on edge					Clamps or Spirketting ditto			
" " average space between					Stringer Plates on ends of Hold or Lower Deck Beams, breadth and thickness			
" Paddle, sided and moulded, thickness of Plate size of Angle Iron					Stringer or Tie Plates fore and aft outside Hatchways, on Hold or Lower Deck Beams			
" Engine " " " "					Stringers in Hold			
Keelson, single or double plate, box, or intercostal	<u>15</u>	<u>9/16</u>	<u>15</u>	<u>9/16</u>	Flat of Lower Deck, thickness and material			
" Size of Plates Built Iron	<u>6</u>	<u>9/16</u>	<u>6</u>	<u>9/16</u>	Main piece of Rudder, diameter at head			
" Size of Angle Irons	<u>3</u>	<u>9/16</u>	<u>3</u>	<u>9/16</u>	" " " at heel			
" Side, single or d'ble, plate, box, or intercostal					(Can the Rudder be unshipped afloat <u>Yes</u> )			
" Bilge (No. 1) at each Bilge, single, or double, plate, or box	<u>3</u>	<u>9/16</u>	<u>3</u>	<u>9/16</u>	Bulkheads, N <sup>o</sup> . 4 Thickness of <u>4/16</u>			
" Bulb iron for 1/2 length	<u>6</u>	<u>9/16</u>	<u>6</u>	<u>9/16</u>	" Height up to Upper Deck			

Transoms, material plate or, if none, in what manner compensated for.  
 Night-heads, and Hawse Timbers plate  
 The Frames extend in one length from Keel to gunwale  
 The reverse angle irons on the floors extend in one length across the middle line from to above to the bilge, and on  
 " " " on the frames " " " from alternate to frames to Upper deck  
 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 (7/8 in.) diameter, averaging (2 1/2 in.) apart.  
 " Edges from Garboards to upper part of bilge, worked clencher, double or single rivetted; with rivets (7/8 in.) diameter, averaging (2 ins.) apart.  
 " Butts from Keel to turn of bilge, worked carvel with butt straps (7/16 & 9/16) thick, double or single rivetted; with rivets (7/8 in.) diameter, averaging (2 ins.) 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 ( ) thick, or clencher, double or single rivetted; with rivets (7/8 in.) diameter, averaging (2 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 (9/16 & 9/16) thick, double or single rivetted; with rivets (7/8 in.) diameter, averaging (2 ins.) apart. Breadth of laps in double rivetting (3 3/4) Breadth of laps in single rivetting ( )  
 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 } Butter Waterway  
 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 \_\_\_\_\_  
 Paddle " " No. of breasthooks 3 crutches 3  
 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 Tarrow  
 We certify that the above is a correct description of the several particulars therein given.

Builder's Signature A. Leslie & Co Surveyor's Signature A. Harding  
 Lloyd's Register Foundation  
 IRON444-0235

7188 Lin

**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 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 the "Lepton" proving machine. - Sig<sup>d</sup> S. Jergema Sup<sup>t</sup>

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. <small>Temp.</small>	ANCHORS, &c	N <sup>o</sup> .	Weight. Ex. Stock.	Test as per Certificate.	Wght req'd per Rule.	Test req'd per Rule. <small>Temp.</small>
	Fore Sails,	Chain .....	150	1 3/16	11.18.0.0	13/16	11 9/16	Bowers .....	1	4.1.5	6.13.3.0	4.0.0	6 3/4
	Fore Top Sails,								1	4.0.7	6.8.3.0	4.0.0	6 3/4
<i>one out</i>	Fore Topmast Stay Sails	Heppen Stream Cable	40	9/16	-	9/16		Stream .....	1	1.3.1	-	1.3.0	In
	Main Sails,	Hawser .....	90	6	-	6		Kedges .....	1	1.0.7	-	1.0.0	Stack
	Main Top Sails,	Towlines .....	90	4	-	4							
		Warp .....	90	3 1/2	-								
		All of <u>good</u> quality.											

Her Standing and Running Rigging is sufficient in size and good in quality.  
 She has one life Long Boat and one other  
 The present state of the Windlass is good Capstan and Rudder good Pumps 2 deck, engine &c

Order for Special Survey DATES of 1st. On the several parts of the frame, when in place, and before the plating was wrought  
 No. 680 Surveys held 2nd. On the plating during the progress of rivetting } Special  
 Date 2<sup>nd</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 } Survey  
 No. \_\_\_\_\_ Section 18. 5th. After the ship was launched  
 Date \_\_\_\_\_  
 State if she has a Spar Deck \_\_\_\_\_ Poop \_\_\_\_\_ and or Forecastle \_\_\_\_\_

**General Remarks,**  
*This vessel has been built similar, in every respect, to the S. S. "Armide", report N<sup>o</sup> 10885, and Classed A. 1.*

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

I am of opinion this Vessel should be Classed A. 1.  
 The amount of the Fee ..... £ 2 : : : is received by me,  
 Special ..... £ 9 : 4 :  
 Certificate (if required) ..... £ : : :

Committee's Minute 9<sup>th</sup> July 1869

Character assigned A. 1.

*S. Hardinge*  
 This Steam Steamer appears eligible for Classification as recommended above. See July 30/69

The amount of the Fee is received by me, Special Certificate (if required)