

IRON SHIPS.

Rec 16/5/69 39

No. 10924 Survey held at Newcastle Date 28th December 1862 to 27th July 1869
 on the Iron Steamship "Brazilian" Master - Hodgson
 Tonnage under tonnage deck 896.70 Built at Newcastle When built 1869 Launched 11th June
 Ditto of quarter deck 17.39 By whom built Messrs C. Mitchell & Co. Owners Wm. Milburn
 Ditto of poop, forecastle, or other erections on upper deck 445.4 Port belonging to Newcastle Destined Voyage Hamburg
 Ditto of spar deck 435
 Ditto of engine room 131.94
 Gross tonnage, less crew space 879.91
 Total Register tonnage, as out on beam 44.58
 If Surveyed while Building, Afloat, or in Dry Dock while building

Length aloft		Extreme Breadth		Depth from top of Upper Deck Beam to top of Floor		Power of Engines		No. of Decks	
Feet.	Inches.	Feet.	Inches.	Feet.	Inches.	Horse.			
240	0	32	0	24	0	130		two	
(Dimensions of Ship per Register, length <u>240</u> breadth <u>32.4</u> depth <u>24.2</u>)									
Keel, <u>W</u> bar iron, depth and thickness		Inches in Ship.		Inches required per Rule.		Plates in Garboard Strakes, breadth and thickness		Inches. 16ths. required per Rule.	
		9 x 3		9 x 3				36 1/8 30 1/2	
Stem, <u>W</u> bar iron, moulding and thickness		9 x 3		9 x 3		Ditto from Garboard to upper part of Bilges..		10 1/8 10	
Stern-post, <u>W</u> bar iron, moulding and thickness		8 x 6		9 x 6		from upper part of Bilge to a perpendicular height from upper side of Keel of 3/4ths the entire depth of Hold		9 1/8 9 1/8	
Distance of Frames from moulding edge to moulding edge, all fore and aft		23		23		from 3/4ths depth of Hold to lower edge of Sheerstrake		9 1/8 9 1/8	
Frames, Size of Angle Iron, single or double		4 1/2 x 3 1/2		4 1/2 x 3 1/2		Sheerstrake, breadth and thickness		33 1/8 30 1/2	
Reversed Iron, <u>W</u> to every frame		3 3 1/4		3 3 1/4		Ditto from Garboard to upper part of Bilges..		10 1/8 10	
Floors, depth and thickness of Floor Plate at mid line		23 x 2 1/2		23 x 2 1/2		from upper part of Bilge to a perpendicular height from upper side of Keel of 3/4ths the entire depth of Hold		9 1/8 9 1/8	
Ditto ditto at Bilge Keelson		3 3 1/4		3 3 1/4		from 3/4ths depth of Hold to lower edge of Sheerstrake		9 1/8 9 1/8	
Size of Reversed Angle Iron, and No. <u>one</u> at top of Floor Plate		3 3 1/4		3 3 1/4		Sheerstrake, breadth and thickness		33 1/8 30 1/2	
Beams, Deck (No. <u>60</u>) double Angle Iron		8 x 1/2		8 x 1/2		Ditto from Garboard to upper part of Bilges..		10 1/8 10	
Plate, Tee, or Bulb Iron		3 3 1/4		3 3 1/4		from upper part of Bilge to a perpendicular height from upper side of Keel of 3/4ths the entire depth of Hold		9 1/8 9 1/8	
Double or single Angle Iron, on top edge		3 3 1/4		3 3 1/4		from 3/4ths depth of Hold to lower edge of Sheerstrake		9 1/8 9 1/8	
Average space between		on alternate frames				Sheerstrake, breadth and thickness		33 1/8 30 1/2	
Hold, or Lower Deck (No. <u>21</u>) double Angle, Tee, Plate, or Bulb Iron		9 x 9/16		8 x 1/2		Ditto from Garboard to upper part of Bilges..		10 1/8 10	
Double or single Angle Iron, on top & bottom edges		4 3 1/4		3 3 1/4		from upper part of Bilge to a perpendicular height from upper side of Keel of 3/4ths the entire depth of Hold		9 1/8 9 1/8	
Average space between		on eight frames				from 3/4ths depth of Hold to lower edge of Sheerstrake		9 1/8 9 1/8	
Paddle, sided and moulded, thickness of Plate		size of Angle Iron				Sheerstrake, breadth and thickness		33 1/8 30 1/2	
Engine						Ditto from Garboard to upper part of Bilges..		10 1/8 10	
Keelson, single or double plate, box, or intercostal		24 x 9/16		14 x 1/8		from upper part of Bilge to a perpendicular height from upper side of Keel of 3/4ths the entire depth of Hold		9 1/8 9 1/8	
Size of Plates		5 1/2 x 4 1/2		5 1/2 x 4 1/2		from 3/4ths depth of Hold to lower edge of Sheerstrake		9 1/8 9 1/8	
Size of Angle Irons		5 1/2 x 4 1/2		5 1/2 x 4 1/2		Sheerstrake, breadth and thickness		33 1/8 30 1/2	
Side, single or double, plate, box, or intercostal						Ditto from Garboard to upper part of Bilges..		10 1/8 10	
Bilge (No. <u>one</u>) at each Bilge, single, or double, plate, or box		5 1/2 x 4 1/2		5 1/2 x 4 1/2		from upper part of Bilge to a perpendicular height from upper side of Keel of 3/4ths the entire depth of Hold		9 1/8 9 1/8	
Transoms, material <u>iron</u> or, if none, in what manner compensated for.						from 3/4ths depth of Hold to lower edge of Sheerstrake		9 1/8 9 1/8	
Knight-heads, and Hawse Timbers						Sheerstrake, breadth and thickness		33 1/8 30 1/2	
The Frames extend in one length from <u>Keel</u> to <u>gunwale</u>						Ditto from Garboard to upper part of Bilges..		10 1/8 10	
The reverse angle irons on the floors extend in one length across the middle line <u>from</u> <u>to main and spar deck</u>						from upper part of Bilge to a perpendicular height from upper side of Keel of 3/4ths the entire depth of Hold		9 1/8 9 1/8	
Keelson, how are the various lengths of plates or angle irons connected? <u>By double rivetted butt straps</u>						from 3/4ths depth of Hold to lower edge of Sheerstrake		9 1/8 9 1/8	
Plates, Garboard, double rivetted to keel, double at upper edge, with rivets <u>10 x 3/4</u> ins. diameter, averaging <u>3 1/2</u> in. apart.						Sheerstrake, breadth and thickness		33 1/8 30 1/2	
Edges from Garboards to upper part of bilge, worked clench, double or single rivetted; with rivets <u>3/4</u> in. diameter, averaging <u>2 1/2</u> ins. apart.						Ditto from Garboard to upper part of Bilges..		10 1/8 10	
Butts from Keel to turn of bilge, worked carvel with butt straps <u>10 x 11</u> thick, double or single rivetted; with rivets <u>3/4</u> in. diameter, averaging <u>2 1/2</u> ins. apart.						from upper part of Bilge to a perpendicular height from upper side of Keel of 3/4ths the entire depth of Hold		9 1/8 9 1/8	
Edges from bilge to sheerstrake, worked carvel with a lining piece <u>10 x 11</u> thick, or clench, double or single rivetted; with rivets <u>3/4</u> in. diameter, averaging <u>2 1/2</u> in. apart.						from 3/4ths depth of Hold to lower edge of Sheerstrake		9 1/8 9 1/8	
Edges of Sheerstrake, double or single rivetted? At upper edge <u>single</u> At lower edge <u>double</u>						Sheerstrake, breadth and thickness		33 1/8 30 1/2	
Butts from bilge to planksheers, worked carvel with butt straps <u>6 5/8</u> thick, double or single rivetted; with rivets <u>3/4</u> in. diameter, averaging <u>2 1/2</u> ins. apart.						Ditto from Garboard to upper part of Bilges..		10 1/8 10	
Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted? <u>double rivetted</u>						from upper part of Bilge to a perpendicular height from upper side of Keel of 3/4ths the entire depth of Hold		9 1/8 9 1/8	
Planksheer, how secured to the plating of the sides <u>gutter</u>						from 3/4ths depth of Hold to lower edge of Sheerstrake		9 1/8 9 1/8	
Waterway <u>span & main</u> planksheer and to the Beams <u>if necessary</u>						Sheerstrake, breadth and thickness		33 1/8 30 1/2	
Deck Beams, how secured to the side? <u>Butts turned down and rivetted to frames</u>						Ditto from Garboard to upper part of Bilges..		10 1/8 10	
Hold or Lower Deck ditto <u>by knee-plates rivetted to beams and frames</u>						from upper part of Bilge to a perpendicular height from upper side of Keel of 3/4ths the entire depth of Hold		9 1/8 9 1/8	
Paddle <u>No. of breasthooks</u>						from 3/4ths depth of Hold to lower edge of Sheerstrake		9 1/8 9 1/8	
What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c. <u>Frames beams and angle</u>						Sheerstrake, breadth and thickness		33 1/8 30 1/2	
Manufacturer's name or trade mark <u>iron foundry, Wilson & Bell & the plating from Bolckow, Vaughan & Co. Antwerp</u>						Ditto from Garboard to upper part of Bilges..		10 1/8 10	
We certify that the above is a correct description of the several particulars therein given.						from upper part of Bilge to a perpendicular height from upper side of Keel of 3/4ths the entire depth of Hold		9 1/8 9 1/8	
Builder's Signature <u>C. Mitchell & Co.</u> Surveyor's Signature <u>P. J. Reed</u>						from 3/4ths depth of Hold to lower edge of Sheerstrake		9 1/8 9 1/8	

IRON 444-0324

7247 *Ln*

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 Tyne P. A. Signed R. Bunell Supr.

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.	Wt. req'd per Rule.	Test req'd per Rule.
Fore Sails,	Chain	300	1 1/2	4 1/2 10.0.0	1 1/2	4 1/2	Bowers	3	25.3.5	25.10.1	25.2.0	25.3.3.0
Fore Top Sails,	<i>Chow</i>											
Fore Topmast Stay Sails,	Stream Cable	90	1		1							
Main Sails,	Hawser	90	1 1/2		9 1/2		with stock					
Main Top Sails,	Towlines	90	1 1/2		6		Stream	1	10.2.10		10.2.0	
and	Warp	90	1 1/2				with stock					
	All of <i>good</i> quality.	90	1 1/2				Kedges	2	5.1.0		5.1.0	
		90	1 1/2						2.2.23		2.3.0	
Her Standing and Running Rigging <i>hemp</i> sufficient in size and <i>good</i> in quality.												
She has <i>two life</i> Long Boat and <i>four others</i>												
The present state of the Windlass is <i>good</i> Capstan <i>good</i> and Rudder <i>good</i> Pumps <i>3</i> and engine												

Order for Special Survey	DATES of	1st. On the several parts of the frame, when in place, and before the plating was wrought	} <i>built under Special Survey.</i>
No. <i>688</i>	Surveys held	2nd. On the plating during the progress of rivetting	
Date <i>24 Nov 1868</i>	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. <i>—</i>	Section 18.	5th. After the ship was launched	

State if she has a Spar Deck *Yes* Poop *no* or Forecastle *no*

General Remarks, *This vessel is built in accordance with the section herewith forwarded and the Secretary's letter of the 1st and 9th of December last. The 3/8 double bottom extends through engine room to the peak bulkheads, and she is therefore entitled to be marked "double bottomed".*

Dimensions of Spar deck here follow:
 Beams, bulkhead 7 x 7/16 with angle iron on top edge 2 1/2 x 2 1/2 x 7/16 No 62.
 Stringer plate 32 x 7/16 with angle iron 4 x 4 x 7/16
 Tee and diagonal plates 10 x 7/16 Yellow pine deck 3 1/2 in fastened with bolts & nuts
 Sheerstrake 30 x 7/16 Side plating 6/16

In what manner are the surfaces preserved from oxidation? Inside *by Portland cement & paint*
 Ditto ditto Outside *by paint & composition*

I am of opinion this Vessel should be Classed *B.I.*

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

Special£ 65: 15: ..

Certificate (if required)£ ..

Committee's Minute *17th August 1869*

Character assigned *B*

(As per Spar deck)
M.C.

This Vessel appears eligible to be classed as a steamship under the B.I. Lloyd's Register
16 Aug 1869

H. Moore & Co. Shipbuilders, Newmarket, Messrs. with the office