

IRON SHIPS.

Survey held at Stockton

Date

February 24th to August 4th 1869

Ship Savermark

Master

George Whiteway

Under tonnage deck

1494.69

Built at

Stockton

When built

1869

Launched

July 24th 1869

By whom built

Richardson & Duck Owners

A. Payne & Co

Port belonging to

Liverpool

Destined Voyage

London & Melbourne

If Surveyed while Building, Afloat, or in Dry Dock

While Building

Feet.		Inches.		Feet.		Inches.		Depth from top of Upper Deck Beam to top of Floor		Feet.		Inches.		Horse.		N ^o . of Decks	
Length afloat		<u>210</u>		Extreme Breadth		<u>34</u>		<u>11</u>		Power of Engines		<u>u</u>		<u>u</u>		<u>two</u>	
<p>Dimensions of Ship per Register, length <u>218</u> breadth <u>34.1</u> depth <u>22.45</u></p>																	
<p>Plates in Garboard Strakes, breadth and thickness <u>36</u> <u>13/16</u> <u>36</u> <u>13/16</u></p>																	
<p>Ditto from Garboard to upper part of Bilges <u>u</u> <u>12/16</u> <u>u</u> <u>12/16</u></p>																	
<p>from upper part of Bilge to a perpendicular height from upper side of Keel of <u>3/4</u> the entire depth of Hold <u>u</u> <u>11/16</u> <u>u</u> <u>11/16</u></p>																	
<p>from <u>3/4</u> the depth of Hold to lower edge of Sheerstrake <u>u</u> <u>10/16</u> <u>u</u> <u>10/16</u></p>																	
<p>Sheerstrake, breadth and thickness <u>34</u> <u>12/16</u> <u>36</u> <u>13/16</u></p>																	
<p>Butt Straps to outside plating, breadth and thickness <u>10 1/2</u> <u>10/16</u> <u>10 1/2</u> <u>10/16</u></p>																	
<p>Gunwale Plate or Stringer on ends of Upper Deck Beams, breadth and thickness <u>36</u> <u>10/16</u> <u>30</u> <u>11/16</u></p>																	
<p>Angle Iron on ditto <u>5 1/2</u> <u>1 1/2</u> <u>5 1/2</u> <u>1 1/2</u></p>																	
<p>Stringer or Tie Plates fore and aft, on Upper Deck Beams, outside Hatchways <u>1 1/2</u> <u>10/16</u> <u>1 1/2</u> <u>10/16</u></p>																	
<p>Diagonal Tie Plates on <u>u</u> <u>u</u> <u>1 1/2</u> <u>10/16</u></p>																	
<p>Planksheer, materials and scantlings <u>utter</u></p>																	
<p>Waterway ditto ditto <u>u</u></p>																	
<p>Flat of Upper Deck, thickness and material <u>u</u> <u>u</u> <u>u</u> <u>u</u></p>																	
<p>how fastened to Beams <u>u</u> <u>u</u> <u>u</u> <u>u</u></p>																	
<p>Ceiling between Decks and in Hold, thickness and material <u>u</u> <u>u</u> <u>u</u> <u>u</u></p>																	
<p>Clamps or Spirketting <u>u</u></p>																	
<p>Stringer Plates on ends of Hold or Lower Deck Beams, breadth and thickness <u>2 1/2</u> <u>10/16</u> <u>2 1/2</u> <u>10/16</u></p>																	
<p>Stringer or Tie Plates fore and aft outside Hatchways, on Hold or Lower Deck Beams <u>1 1/2</u> <u>10/16</u> <u>1 1/2</u> <u>10/16</u></p>																	
<p>Stringers in Hold <u>u</u> <u>u</u> <u>u</u> <u>u</u></p>																	
<p>Flat of Lower Deck, thickness and material <u>u</u> <u>u</u> <u>u</u> <u>u</u></p>																	
<p>Main piece of Rudder, diameter at head <u>6</u> <u>u</u> <u>u</u> <u>u</u></p>																	
<p>" " " at heel <u>3 1/2</u> <u>u</u> <u>u</u> <u>u</u></p>																	
<p>(Can the Rudder be unshipped afloat <u>Yes</u>)</p>																	
<p>Bulkheads, N^o. <u>One</u> Thickness of <u>u</u> <u>u</u> <u>u</u> <u>u</u></p>																	
<p>" Height up <u>Main Deck</u></p>																	
<p>how secured to the sides of the ship <u>Single frames & bracket lines</u></p>																	
<p>size of vertical angle irons <u>2 1/2</u> <u>3</u> <u>u</u> <u>u</u> and their distance apart <u>2 feet 6 in</u></p>																	
<p>rivetted through plates with (<u>u</u> in.) rivets, about (<u>6</u> x <u>u</u>) apart.</p>																	
<p>The Frames extend in one length from <u>Keel</u> to <u>gunwale</u></p>																	
<p>The reverse angle irons on the floors extend in one length across the middle line from <u>turn of bilge</u> to <u>turn of bilge</u></p>																	
<p>" " " on the frames " " " from <u>turn of bilge</u> to <u>Main & Hold Beams</u> alternately</p>																	
<p>Keelson, how are the various lengths of plates or angle irons connected? <u>By Butt straps & angle irons shifted</u></p>																	
<p>Plates, Garboard, double <u>u</u> rivetted to keel, double <u>u</u> or <u>u</u> at upper edge, with rivets (<u>1 1/8</u> ins.) diameter, averaging (<u>8 1/2</u> in.) apart.</p>																	
<p>Edges from Garboards to upper part of bilge, worked clench, double <u>u</u> or <u>u</u> rivetted; with rivets (<u>u</u> in.) diameter, averaging (<u>2 5/8</u> ins.) apart.</p>																	
<p>Butts from Keel to turn of bilge, worked carvel with butt straps (<u>1 1/2</u> in.) thick, double <u>u</u> or <u>u</u> rivetted; with rivets (<u>u</u> in.) diameter, averaging (<u>3</u> ins.) apart.</p>																	
<p>Do the butt straps lap over and rivet through the lands of the strake below? <u>No</u></p>																	
<p>Edges from bilge to sheerstrake, worked carvel with a lining piece () thick, or clench, double <u>u</u> or <u>u</u> rivetted; with rivets (<u>u</u> in.) diameter, averaging (<u>2 1/2</u> in.) apart.</p>																	
<p>Do the butt straps lap over and rivet through the lands of the strake below? <u>No</u></p>																	
<p>Edges of Sheerstrake, double <u>u</u> or <u>u</u> rivetted? At upper edge <u>Single at bulwarks</u> At lower edge <u>double</u></p>																	
<p>Butts from bilge to planksheers, worked carvel with butt straps (<u>1 1/2</u> in.) thick, double <u>u</u> or <u>u</u> rivetted; with rivets (<u>u</u> in.) diameter, averaging (<u>3 1/2</u> ins.) apart. Breadth of laps in double rivetting (<u>8 1/2</u> in.) Breadth of laps in single rivetting ()</p>																	
<p>Butt Straps of Keelsons, Stringer and Tie Plates, double <u>u</u> or <u>u</u> rivetted? <u>Double</u></p>																	
<p>Planksheer, how secured to the plating of the sides <u>u</u> <u>u</u> <u>u</u> <u>u</u></p>																	
<p>Waterway " " planksheer and to the Beams <u>u</u> <u>u</u> <u>u</u> <u>u</u></p>																	
<p>Deck Beams, how secured to the side? <u>Beam ends turned and welded</u></p>																	
<p>or Lower Deck ditto <u>ditto</u></p>																	
<p>No. of breasthooks <u>Four</u> crutches <u>three</u></p>																	
<p>Description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c. ? <u>Good</u></p>																	
<p>Manufacturer's name or trade mark <u>Stockton & Hartlepool Malleable</u> <u>u</u> <u>u</u> <u>u</u> <u>u</u></p>																	
<p>Verify that the above is a correct description of the several particulars therein given. <u>u</u> <u>u</u> <u>u</u> <u>u</u></p>																	
<p>Signature <u>Richardson, Duck & Co.</u> Surveyor's Signature <u>u</u> <u>u</u> <u>u</u> <u>u</u></p>																	

IRON 444-0329

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Workmanship. Are the lands or laps of the cleanchwork 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 pieces

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? Some in Butts.

Her Masts, Bowsprit, Yards, &c., are in Iron 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.

The Main & Fore Mast of Iron plating $\frac{1}{16}$ 15 feet from head $\frac{1}{16}$ three angle irons $5 \times 3 \times \frac{5}{16}$ 11 feet doubling plates $\frac{1}{16}$ butts double & tables rivetted & edges single. Mizen Mast $\frac{1}{16}$ 13 feet from head $\frac{1}{16}$ doubling plates $\frac{1}{16}$ angles $5 \times 3 \times \frac{5}{16}$ butts double edges single. Bowsprit $\frac{1}{16}$ angles $5 \times 3 \times \frac{5}{16}$ butts double edges single. Fore & Main Yards plate $\frac{1}{16}$ 14 feet from head $\frac{1}{16}$ 3 angles $3 \times 2 \times \frac{5}{16}$ doubling plate 18 ft in centre. Fore & Main Topsail Yards 19 ft in middle $\frac{1}{16}$ 20 ft of $\frac{1}{16}$ 30 ft air ends $\frac{1}{16}$ Mizen lower Topsail Yards 18 ft at middle $\frac{1}{16}$ air ends $\frac{1}{16}$ butts double & edges single of Iron

No.	She has SAILS.	CABLES, &c.	Fathoms	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	No.	Weight Ex. Stock.	Test as per Certificate.	Wght req'd per Rule.	Test req'd per Rule.
	Fore Sails,	Chain	300	1 $\frac{13}{16}$	59 $\frac{1}{2}$	1 $\frac{13}{16}$	59 $\frac{1}{2}$	Bowers	2	32.1.11	30.1.11	32.1.11	30.1.11
	Fore Top Sails,	Anchor & cables tested at the Sunderland Public House, July 20th 1869. John Hartness, Surveyor.											
	Fore Topmast Stay Sails	Hempen Stream Cable	90	2 $\frac{1}{2}$	10	2 $\frac{1}{2}$	10	Stream	1	13.1.0	13.1.0	13.1.0	13.1.0
	Main Sails,	Hawser	90	2 $\frac{1}{2}$	10	2 $\frac{1}{2}$	10						
	Main Top Sails,	Towlines	90	2 $\frac{1}{2}$	10	2 $\frac{1}{2}$	10						
		Warp	90	2 $\frac{1}{2}$	10	2 $\frac{1}{2}$	10						
		All of good quality.	90	2 $\frac{1}{2}$	10	2 $\frac{1}{2}$	10	Kedges	2	6.2.11	6.2.11	6.2.11	6.2.11

Her Standing and Running Rigging Wire & Hemp sufficient in size and good in quality.

She has one Sloop Lang Boat and and three others

The present state of the Windlass is Spindle $\frac{1}{2}$ Capstan good and Rudder and Pumps good - two metal

Order for Special Survey DATES of 1st. On the several parts of the frame, when in place, and before the plating was wrought

No. 309 the 2nd. On the plating during the progress of rivetting been twice each week

Date March 10 1869 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 during building

No. _____ 5th. After the ship was launched

Date _____ Section 18.

State if she has a Spar Deck _____ Poop _____ and _____ Forecastle _____

General Remarks,

Has a Popgallant Forecastle, Frames to top height, Beams Bulb iron $4 \times \frac{1}{16}$ angle irons on ditto $3 \frac{1}{2} \times 3 \frac{1}{2} \times \frac{1}{16}$, Stringer plate on ditto $2 \frac{1}{2} \times \frac{1}{16}$, angles on ditto $3 \times 3 \times \frac{1}{16}$, tie plates $1 \frac{1}{2} \times \frac{1}{16}$, plating $\frac{1}{16}$, rivets $\frac{1}{8}$, space $2 \frac{1}{2}$, butts double and edges single. Deck $3 \frac{1}{2}$ U.P. Waterway $12 \times 3 \frac{1}{2}$ Scale

Poop (rounded gunwale) Beams $4 \frac{1}{2} \times 3 \frac{1}{2} \times \frac{1}{16}$, Stringer on ditto $2 \frac{1}{2} \times \frac{1}{16}$, angles on ditto $3 \times 3 \times \frac{1}{16}$, tie plates $1 \frac{1}{2} \times \frac{1}{16}$, Frames to top height, plating $\frac{1}{16}$, rivets $\frac{1}{8}$, space $2 \frac{1}{2}$, butts double and edges single rivetted. Deck $3 \frac{1}{2}$ U.P. Waterway $12 \times 3 \frac{1}{2}$ Scale

Richardson, Buck & Co

In what manner are the surfaces preserved from oxidation? Inside With Cement and Paint

Ditto ditto Outside With Paint

I am of opinion this Vessel should be Classed A

The amount of the Fee £ 5 : 0 : 0 is received by me,

Special £ 6 : 0 : 0

Certificate (if required) £ 0 : 0 : 0

Committee's Minute 13th August 1869

Character assigned A & E

S. M. Gladstone
Commisnary

Richardson, Buck & Co
on separate sheet
12 Aug 1869
Lloyd's Register
Foundation