

IRON SHIPS.

No. 10955 Survey held at Newcastle Date April 12 to September 20 1869
 on the Iron Steamer "Newworth" Master J. Staples

Tonnage under tonnage deck 407.67
 Ditto of quarter deck
 Ditto of poop, forecabin, &c. 36.51
 other erections on upper deck
 Ditto of spar deck
 Ditto of engine room 167.74
 Gross tonnage, less
 Crew space 490.62
 Net Register tonnage, 330.00
 as cut on beam
 Space for crew space 25.56

Built at Newcastle When built 1869 Launched 10 August
 By whom built Wm. Mitchell & Co. Owners John Massohn
 Port belonging to London Destined Voyage Hamburg
 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.			
100	0	24	0	15	3	80		one	
(Dimensions of Ship per Register, length <u>119.3</u> breadth <u>27</u> depth <u>15</u>)									
Keel, $\frac{1}{2}$ bar iron, depth and thickness.....		Inches in Ship. <u>6 x 2 3/4</u>		Inches required per Rule. <u>6 3/4 x 2 1/2</u>		Plates in Garboard Strakes, breadth and thickness.....		Inches. In Ship. <u>35</u>	
,, if plate iron, breadth and thickness.....						Ditto from Garboard to upper part of Bilges..		Inches. In Ship. <u>7 1/6</u>	
Stem, $\frac{1}{2}$ bar iron, moulding and thickness....		Inches in Ship. <u>6 x 2 3/4</u>		Inches required per Rule. <u>6 3/4 x 2 1/2</u>		,, from upper part of Bilge to a perpendicular height from upper side of Keel of $\frac{3}{4}$ ths the entire depth of Hold.....		Inches. In Ship. <u>6 1/6</u>	
Stern-post, $\frac{1}{2}$ bar iron, moulding and thickness		Inches in Ship. <u>4 x 5 1/2</u>		Inches required per Rule. <u>6 3/4 x 5</u>		,, from $\frac{3}{4}$ ths depth of Hold to lower edge of Sheerstrake.....		Inches. In Ship. <u>5 1/6</u>	
,, if plate iron, breadth and thickness						,, Sheerstrake, breadth and thickness....		Inches. In Ship. <u>29</u>	
Distance of Frames from moulding edge to moulding edge, all fore and aft.....		Inches. In Ship. <u>23</u>		Inches required per Rule. <u>23</u>		Butt Straps to outside plating, breadth and thickness.....		Inches. In Ship. <u>8 1/2</u>	
Frames, Size of Angle Iron, single or double..		Inches. In Ship. <u>3 1/2 x 2 1/2</u>		Inches required per Rule. <u>3 1/2 x 2 1/2</u>		Gunwale Plate or Stringer on ends of Upper Deck Beams, breadth and thickness		Inches. In Ship. <u>25</u>	
,, Reversed Iron, $\frac{1}{2}$ to every frame or every frame.....		Inches. In Ship. <u>2 1/2 x 2 1/2</u>		Inches required per Rule. <u>2 1/2 x 2 1/2</u>		Angle Iron on ditto.....		Inches. In Ship. <u>3 1/2 x 3 1/2</u>	
Floors, depth and thickness of Floor Plate at mid line.....		Inches. In Ship. <u>1 1/4 x 7 1/6</u>		Inches required per Rule. <u>1 1/4 x 7 1/6</u>		Stringer or Tie Plates fore and aft, on Upper Deck Beams, outside Hatchways..		Inches. In Ship. <u>10</u>	
,, Ditto ditto at Bilge Keelson		Inches. In Ship. <u>2 1/4 x 2 1/4</u>		Inches required per Rule. <u>2 1/4 x 2 1/4</u>		Diagonal Tie Plates on ditto.....		Inches. In Ship. <u>10</u>	
,, Size of Reversed Angle Iron, and No. <u>one</u> at top of Floor Plate		Inches. In Ship. <u>2 1/4 x 2 1/4</u>		Inches required per Rule. <u>2 1/4 x 2 1/4</u>		Planksheer, materials and scantlings.....		Inches. In Ship. <u>3 1/2 x 3 1/2</u>	
Beams, Deck (No. <u>47</u>) double Angle Iron, Plate, Tee, or Bulb Iron.....		Inches. In Ship. <u>6 1/2 x 3 1/2</u>		Inches required per Rule. <u>6 1/2 x 3 1/2</u>		Waterway ditto ditto.....		Inches. In Ship. <u>3 1/2 x 3 1/2</u>	
,, double or single Angle Iron, on <u>top</u> edge.....		Inches. In Ship. <u>2 1/2 x 2 1/2</u>		Inches required per Rule. <u>2 1/2 x 2 1/2</u>		Flat of Upper Deck, thickness and material..		Inches. In Ship. <u>3 1/2 x 3 1/2</u>	
,, average space between.....		Inches. In Ship. <u>on alternate frames</u>		Inches required per Rule. <u>on alternate frames</u>		,, how fastened to Beams..		Inches. In Ship. <u>see bolts with nuts, below</u>	
Hold, or Lower Deck (No. <u>15</u>) double Angle, Tee, Plate, or Bulb Iron		Inches. In Ship. <u>6 1/2 x 3 1/2</u>		Inches required per Rule. <u>6 1/2 x 3 1/2</u>		Ceiling betwixt Decks and in Hold, thickness and material.....		Inches. In Ship. <u>2 1/2 Red pine & battens</u>	
,, double or single Angle Iron on <u>top</u> edge.....		Inches. In Ship. <u>2 3/4 x 2 3/4</u>		Inches required per Rule. <u>2 3/4 x 2 3/4</u>		Clamps or Spirketting ditto.....		Inches. In Ship. <u>19 1/6</u>	
,, average space between.....		Inches. In Ship. <u>2 1/2 x 4 1/2 frame</u>		Inches required per Rule. <u>2 1/2 x 4 1/2 frame</u>		Stringer Plates on ends of Hold or Lower Deck Beams, breadth and thickness		Inches. In Ship. <u>19 1/6</u>	
,, Paddle, sided and moulded, thickness of Plate.....		Inches. In Ship. <u>2 1/2 x 4 1/2 frame</u>		Inches required per Rule. <u>2 1/2 x 4 1/2 frame</u>		Stringer or Tie Plates fore and aft outside Hatchways, on Hold or Lower Deck Beams.....		Inches. In Ship. <u>3 1/2 x 3 1/2</u>	
,, Engine.....		Inches. In Ship. <u>2 1/2 x 4 1/2 frame</u>		Inches required per Rule. <u>2 1/2 x 4 1/2 frame</u>		Stringers in Hold.....		Inches. In Ship. <u>not required</u>	
Keelson, single or double plate, box, or intercostal		Inches. In Ship. <u>2 1/2 x 3 1/2</u>		Inches required per Rule. <u>2 1/2 x 3 1/2</u>		Flat of Lower Deck, thickness and material..		Inches. In Ship. <u>4 1/4</u>	
,, Size of Plates.....		Inches. In Ship. <u>2 1/2 x 3 1/2</u>		Inches required per Rule. <u>2 1/2 x 3 1/2</u>		Main piece of Rudder, diameter at head....		Inches. In Ship. <u>4 1/4</u>	
,, Size of Angle Irons.....		Inches. In Ship. <u>3 1/2 x 3 1/2</u>		Inches required per Rule. <u>3 1/2 x 3 1/2</u>		,, " " " at heel....		Inches. In Ship. <u>2 1/2</u>	
,, Side, single or double, plate, box, or intercostal		Inches. In Ship. <u>3 1/2 x 3 1/2</u>		Inches required per Rule. <u>3 1/2 x 3 1/2</u>		(Can the Rudder be unshipped afloat (Yes))		Inches. In Ship. <u>2 1/2</u>	
,, Bilge (No. <u>one</u>) at each Bilge, single, or double, plate, or box.....		Inches. In Ship. <u>3 1/2 x 3 1/2</u>		Inches required per Rule. <u>3 1/2 x 3 1/2</u>		Bulkheads, No. <u>4</u> Thickness of <u>5 1/6</u>		Inches. In Ship. <u>5 1/6</u>	
,, Paddle, sided and moulded, thickness of Plate.....		Inches. In Ship. <u>2 1/2 x 4 1/2 frame</u>		Inches required per Rule. <u>2 1/2 x 4 1/2 frame</u>		,, Height up <u>upper deck</u>		Inches. In Ship. <u>upper deck</u>	
Transoms, material <u>iron</u> or, if none, in what manner compensated for.		Inches. In Ship. <u>2 1/2 x 4 1/2 frame</u>		Inches required per Rule. <u>2 1/2 x 4 1/2 frame</u>		,, how secured to the sides of the ship <u>rivetted to double frames</u>		Inches. In Ship. <u>rivetted to double frames</u>	
Knight-heads, and Hawse Timbers <u>iron</u>		Inches. In Ship. <u>2 1/2 x 4 1/2 frame</u>		Inches required per Rule. <u>2 1/2 x 4 1/2 frame</u>		,, size of vertical angle irons <u>3 1/2 x 3 1/2</u> and their distance apart <u>30</u>		Inches. In Ship. <u>3 1/2 x 3 1/2</u>	

The Frames extend in one length from Keel to gunwale rivetted through plates with ($\frac{5}{16}$ in.) rivets, about (5) apart.
 The reverse angle irons on the floors extend in one length across the middle line from upper part of bilge to upper part of
 ,, ,, ,, on the frames ,, ,, from bilge and to gunwale alternately
 Keelson, how are the various lengths of plates or angle irons connected? by double rivetted butt straps
 Plates, Garboard, double or rivetted to keel, double or at upper edge, with rivets ($\frac{3}{4}$ ins.) diameter, averaging (25 x 2 1/4 in.) apart.
 ,, Edges from Garboards to upper part of bilge, worked clencher, double or single rivetted; with rivets ($\frac{5}{16}$ in.) diameter, averaging (2 1/4 ins.) apart.
 ,, Butts from Keel to turn of bilge, worked carvel with butt straps ($\frac{5}{16}$) thick, double or single rivetted; with rivets ($\frac{5}{16}$ in.) diameter, averaging (2 1/4 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 lining piece () thick, or clencher, double or single rivetted; with rivets ($\frac{5}{16}$ in.) diameter, averaging (2 1/4 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 ($\frac{5}{16}$) thick, double or single rivetted; with rivets ($\frac{5}{16}$ in.) diameter, averaging (2 1/4 ins.) apart. Breadth of laps in double rivetting (3 1/2) Breadth of laps in single rivetting (2 1/4)
 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 gutter
 Waterway ,, ,, planksheer and to the Beams if necessary.
 Deck Beams, how secured to the side? ends turned down and rivetted to frames
 Hold or Lower Deck ditto ends turned down and rivetted to frames
 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. Beams, frames & angle
 Manufacturer's name or trade mark Wm. Jones & Co., Nelson & Wells, and the Plating from Coussett & Sons.
 We certify that the above is a correct description of the several particulars therein given.
 Builder's Signature P. Mitchell Surveyor's Signature H. Lloyd

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 Type P. H. Signed R. Bunnell Sept.

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.	Ex. Stock.	Weight.	Test as per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
	Fore Sails,	Chain	210	1 3/16	25.10.00	1 3/16	25 4/10	Bowers	3 1/2	11.3.18	13.18.10	12.00	13.17.2	13.17.2
	Fore Top Sails,	<i>chain</i>								11.3.4	13.13.30	12.00	13.17.2	13.17.2
	Fore Topmast Stay Sails,	Hawson Stream Cable	60	3/4				with <i>SHK</i>						
	Main Sails,	Hawser	90	2		8 1/2		Stream	1	5.2.0			5.0.0	
	Main Top Sails,	Towlines	90	1 1/4		6 1/2								
		Warp	90	5				with <i>SHK</i>						
		All of <i>good</i> quality.	150	4 1/2				Kedges	2	2.2.7			2.2.0	
										1.3.13			1.1.0	
	Her Standing <i>wire</i> and Running Rigging <i>hemp</i>				sufficient in size and	<i>good</i>							in quality.	
	She has <i>one life</i>	Long Boat and			<i>two others</i>									
	The present state of the Windlass is <i>good</i>	Capstan	<i>good</i>		and Rudder	<i>good</i>	Pumps	<i>3 and engine</i>						

Order for Special Survey	DATES of	1st.	On the several parts of the frame, when in place, and before the plating was wrought	<i>Smith</i> <i>under</i> <i>Special</i> <i>Survey.</i>
No. <i>706</i>	Surveys held	2nd.	On the plating during the progress of rivetting	
Date <i>1st March 1869</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	
Date <i>—</i>				

State if she has a Spar Deck No Poop yes or Forecastle monkey

General Remarks, This vessel is built in accordance with the midship section attached, and her ballast-tanks extend through the engine room. Both edges of the garboard strakes, and the lower edges of the sheestrokes, are double rivetted.

It is trusted that the slight deficiency to be observed in the weights of the two lower anchors will not be accounted cause for delay in the vessel's classification.

In what manner are the surfaces preserved from oxidation? Inside by cement and paint.
Ditto ditto Outside by paint and composition.

I am of opinion this Vessel should be Classed

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

Special £ 24: 19:

Certificate (if required)£ 4 11 6

Committee's Minute *28th September 1869*

Character assigned

A. B. Reed.

It will be observed
that Mr Reed has omitted
to state whether the belts
form ridges up an double
or single crested. Another
respect, the Capital appears
eligible for the latter class.