

# IRON SHIPS.

Rev 25/8/40

No. 1299 Survey held at Newcastle Date, first Survey 10<sup>th</sup> January Last Survey August 1870  
 on the Iron Steamship Corinna Master J. Dryden

Tonnage under Tonnage Deck 935.94 ONE, OR TWO DECKED THREE DECKED VESSELS.  
 Ditto of Spar Deck, or Awaiting Deck. )  
 Ditto of 80.54 Raised Or. Dk. )  
 Ditto of Houses on Deck 37.19 )  
 Ditto of Forecastle 41.13 )  
 Gross Tonnage 1102.80  
 Crew Space, as per Rule 53.16  
 Register Tonnage, out on Beam 696.74  
 Engine Room 352.90  
 Register Tonnage, as a Steamship, out on the Beam 696.74

Half moulded breadth 14.5  
 Depth from upper part of Keel to top of Upper Deck Beams 19.1  
 Girth of Half Midship Frame 30.0  
 1st Number 63.5 Length 245  
 2nd Number 15.577 4th Number 127.0  
 Depths to Length 14 Breadths to Length 19.1

Built at Newcastle  
 When built 1840 Launched 11 Feb 1840  
 By whom built Messrs C. M. Palmer & Co  
 Owners J. Fenwick & Co  
 Port belonging to London  
 Destined Voyage London Mediterranean  
 If Surveyed while Building, Afloat, or in Dry Dock while building

Length on deck as per Rule 245.0 Moulded Breadth 29.0 Depth from top of Keel to Deck Beam, as per Rule 19.1 Power of Engines 120 Horse. No. of Decks one No. of Tiers of Beams two

Dimensions of Ship per Register, length, 244.3 breadth, 29.1 depth, 17.45

	Inches in Ship	Inches required per Rule		Inches in Ship	Inches required per Rule
Keel, $\frac{1}{2}$ bar iron, depth and thickness	$0 \times 3$	$9 \times 2\frac{1}{2}$	Plating Keel Plates, breadth and thickness	$34$	$11 \times 30$
Do if centre through plate, depth and thickness	$0 \times 3$	$0 \times 2\frac{1}{2}$	Plates in Garboard Strakes, breadth and thickness	$10\frac{1}{2}$	$10$
Stem, $\frac{1}{2}$ bar iron, moulding and thickness	$9 \times 5\frac{1}{4}$	$0 \times 5$	Do. from Garboard to upper part of Bilges		
Stern-post do. do. do.	$21$	$23$	Do. of doubling at Bilge, or increased thickness, and length applied		
Distance of Frames from moulding edge to moulding edge, all fore and aft			Do. from upper part of Bilge to lower edge of Sheerstrake	$37$	$9$
Frames, size of Angle Iron, for $\frac{2}{3}$ length amidships	$4\frac{1}{2} \times 3$	$0 \times 4$	Do. Sheerstrake, breadth and thickness	$37$	$11 - 30$
Do. for $\frac{1}{3}$ at each end	$4\frac{1}{2} \times 3$	$0 \times 4$	Do. of doubling at Sheerstrake, and length applied	$24$	$9 \times 0$
Reversed Frames, size of Angle Iron	$3 \times 3$	$7 \times 3$	Butt Straps to outside plating, breadth and thickness	$0 \times 3$	$11 \times 9$
Floors, depth and thickness of Floor Plate at mid line for half the length amidships	$19 \times 9$	$19 \times 0$	Lengths of Plating	$105$	$5$ spaces frames
Do. at the ends	see section		Shifts of Plating, and Stringers	$42$	$2$ spaces frames
Do. do. do. at Bilge Keelson	0		Gunwale Plate on ends of Awaiting, or Spar Deck Beams, breadth and thickness		
Do. height extended at the Bilges	see section		Angle Iron on ditto		
Beams, Three Decked, Spar, or Awaiting Decked (No. <u>68</u> ) single or double Angle Iron, Plate or Tee Bulb Iron	$7 \times 7$	$7 \times 7$	Tie Plates (fore and aft), outside Hatchways		
Single or double Angle Iron on Upper edge	$3 \times 2\frac{1}{2}$	$5 \times 2\frac{1}{2}$	Diagonal Tie Plates on Beams (No. of Pairs)		
Average space	on alternate frames		Planksheer material and scantling		
Beams, Upper or Middle Deck (No. <u>40</u> ) single or double Angle Iron, Plate or Tee Bulb Iron	$7 \times 7$	$7 \times 7$	Waterways do. do.		
Single or double Angle Iron on Upper Edge	$3 \times 3$	$7 \times 2\frac{1}{2}$	Flat of Deck do. do.		
Average space	$2\frac{1}{4}$	$4\frac{1}{2}$	How fastened to Beams		
Keelson Centre line, single or double plate, box, or intercostal, size of Plates	$27 \times 10$	$24 \times 9$	Stringer Plate on ends of Upper or Middle Deck Beams, breadth and thickness	$39$	$10 \times 49 \times 11$
Do. Butt Plate to Intercostal Keelson	$12 \times 7$	$7 \times 7$	Angle Irons on ditto (No. <u>2</u> )	$5 \times 7$	$4 \times 0$
Do. Size of Angle Irons	$5 \times 4$	$9 \times 5$	Tie Plates, outside Hatchways	$15 \times 10$	$16 \times 9$
Do. Side Intercostal Keelson, size of Plates	$5 \times 4$	$9 \times 5$	Diagonal Tie Plates on Beams (No. of pairs)		none require do
Do. Angle Irons on tops of Floors	$5 \times 4$	$9 \times 5$	Waterways materials and scantlings		none require do
Do. Bilge Keelson, <u>Butt Iron</u>	$5 \times 4$	$9 \times 5$	Flat of Deck do. do.	$3\frac{1}{2}$	$7$ Pine $4$
Do. do. Angle Irons	$5 \times 4$	$9 \times 5$	How fastened to Beams		By nut & screw bolts
Do. Side Stringers (No. <u>1</u> ) size of Angle Irons	$5 \times 4$	$9 \times 5$	Stringer Plates on ends of Lower Deck or Orlop Beams	$26$	$10 \times 26$

Ransoms, material Iron or, if none, in what manner compensated for.  
 Night-heads Iron Hawse Timbers Iron  
 Windlass Patent-Iron Pall Bitt Iron Spindle & Pillars  
 The Frames extend in one length from Keel to Gunwale Riveted through plates with ( $\frac{3}{4}$  in.) Rivets, about  $2\frac{1}{2}$  apart.  
 The Reverse Angle Irons on the floors extend across the middle line to above hold beam stringer angle iron  
 In all the Frames, and to the gunwale on alternate frames  
 Keelsons. Are the various lengths of Plates and Angle Irons properly connected? Yes And are their butts properly shifted? Yes  
 Plates, Garboard, double Riveted to Keel, double at upper edge, with Rivets ( $\frac{1}{4} \times \frac{7}{8}$  in.) diameter, averaging ( $5\frac{1}{2} \times \frac{3}{4}$  in.) from centre to centre.  
 Edges from Garboards to upper part of Bilge, worked Clencher, double or single Riveted; with Rivets ( $\frac{3}{4}$  in.) diameter, averaging ( $3\frac{1}{4}$  ins.) from centre to centre.  
 Butts from Keel to turn of Bilge; worked carvel with butt straps ( $\frac{10 \times 11}{16}$ ) thick, double or single Riveted; with Rivets ( $\frac{3}{4}$  in.) diameter averaging ( $3\frac{1}{4}$  ins.) from centre to centre. Do the Butt Straps lay over and Rivet through the lands of the strakes above or below? no  
 Edges of Sheerstrake, double or single Riveted. At upper edge single At lower edge double  
 Butts from Bilge to Planksheers, worked Carvel with Butt Straps ( $\frac{9 \times 11}{16}$ ) thick, double or single Riveted; with Rivets ( $\frac{3}{4}$  in.) diameter, averaging ( $3\frac{1}{4}$  ins.) from centre to centre. Breadth of laps in double Riveting ( $4\frac{1}{4}$ ) Breadth of laps in single Riveting ( $2\frac{3}{4}$ )  
 Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? double riveted  
 Planksheer, how secured to the plating of the sides, { Explain by Sketch, } Gutter  
 Orlopway ,, ,, planksheer and to the Beams, { if necessary. }  
 Ends of the various Decks, how secured to the sides? welded knees riveted No. of Breasthooks, 4 Crutches, 4  
 A full description of Iron is used for the Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Palmer & Co's 2019  
 Manufacturer's name or trade mark, Palmer & Co's

I certify that the above is a correct description of the several particulars therein given.  
 Surveyor's Signature, John M. Intyre Junr Surveyor's Signature, R. Head

IRON 447-0014

**Workmanship.** Are the butts of plating planed or otherwise fitted? Planed  
 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 riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? fairly and are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? 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 riveting, quality of Materials, and if stamped with Maker's name.

State also Length and Diameter of Lower Masts and Bowsprit

8214 in

*Tested at Lloyd's Lane P. N., signed R. Russell Sept*

No.	Number for equipment	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.	W'ght req'd per Rule.	Test req'd per Rule.
	SAILS.											
	CABLES, &c.	240	1 1/2	40.10.0.0	17/16	37.2/10						
	Chain	90	1 5/16		15/16		Bowers	3	21.1.5	21.14.0.21	18.0.0	19.0.0.0
	(State Machine where Tested, and name of Superintendent).								21.0.12	21.14.0.14	18.0.0	19.0.0.0
	Hempen Stream	90	10		9		with stk		18.3.22	19.17.2.0	15.1.6	16.14.0.0
	Cable	90	9		5 1/2		Stream	1	9.1.0		8.0.0	
	Hawser	90	5 1/2				with stk	2	4.1.14		4.0.0	
	Towlines	140	4				Kedges	2	2.1.19		2.0.0	
	Warp											
	All of good quality.											

Her Standing and Running Rigging heavy sufficient in size and good in quality. She has 2 life Long Boats and 2 others  
 The present state of the Windlass is good winch Capstan good and Rudder good Pumps good and sufficient  
**Engine Room Skylights.**—How constructed? Solid Seal and thick bulwarks How secured in ordinary weather? shut down and bolted  
 What arrangements are there for deadlights in such for bad weather? Tampaulins  
**Coal Bunker Openings.**—How constructed? cast iron pipes How are lids secured? hooks & bolts How high above deck? 6 in  
**Scuppers, &c.**—What arrangements are there beyond the scuppers on deck, for clearing upper deck of water, in case of a sea coming on board?  
seven ports of a side and mooring pipes &c.  
**Cargo Hatchways.**—How formed? iron beams riveted to beams & ceiling State size 17 x 8.10  
 If of extraordinary size, state how framed and secured? ordinary  
 What arrangement for shifting beams? two of hull beam with double angle iron on top edge  
**Hatches, themselves, whether strong and efficient?** yes **Main Hatchways.**—State size 10 x 9.4

Order for Special Survey No. 740 DATES of  
 Date 10 Aug 1870 Surveys held  
 Order for Ordinary Survey No. — while building  
 Date — as per  
 No. 255 in builder's yard. Section 18.  
 1st. On the several parts of the frame, when in place, and before the plating was wrought  
 2nd. On the plating during the progress of riveting  
 3rd. When the beams were in and fastened, and before the decks were laid  
 4th. When the ship was complete, and before the plating was finally coated or cemented  
 5th. After the ship was launched and equipped  
 Built under Special Survey

**General Remarks.** This vessel is built in accordance with the plan and section hereto attached, but with a view to her classification on the numeral system, the lower deck stringer plate has been attached to the skin plating by a broad flanged angle iron. The plating to the upper turn of bulges, the lower edge of sheestakes, and all butts are double riveted. She has an extra double angle iron stringer at the upper turn of bulges; and this, with the arrangement of double bottom as shown, extending as it does for a length of 150 feet amidships, very nearly, if not quite, compensates for any increased strength required by the Rules at the bulges. As, however, she is not strictly in accordance with the Rules for the 100 ft grade, I beg respectfully to leave her claims for the Committee's <sup>consideration,</sup> but would add that she is a well and faithfully built vessel, and, in my opinion worthy of the highest grade.

In what manner are the surfaces preserved from oxidation? Inside By asphalt paint Outside composition & paint

I am of opinion this Vessel should be Classed

The amount of the Entry Fee .....£ 5 : : : is received by me,  
 Travelling Expenses (if any) .....£ : : :  
 Special .....£ 52 : 10 : :  
 Certificate .....

Committee's Minute 26<sup>th</sup> August 1870.

Character assigned 100 ft

M.C.

W.M.

*R. Russell*  
 I am of opinion this vessel is eligible for the 100 ft grade.  
 "Top Plate of double Bottom" only 5/16 in thick.  
 "Side plates connected to the" "Tenelles" No. 11287

H. Moorey, Surveyor, 49-50, Broad Street, London, E.C.1