

IRON SHIPS.

No. 11 Survey held at Northfleet Date 11th March to 16th November 1870
Iron Screw Steam "Turkshall" Master J. J. J. J.
 Tonnage under tonnage deck 438.44 Built at Northfleet When built 1870 Launched 16th Oct. 1870
 Ditto of poop 31.52 Ditto of engine room 150.39 By whom built Collison Owners B. Dawson
 Total Register tonnage 319.59 Gross Tonnage 409.98 Port belonging to London Destined Voyage Coasting
 Is Surveyed while Building, Afloat, or in Dry Dock On the Building Slip and afloat

Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth from top of Upper Deck Beam to top of Floor	Feet.	Inches.	Power of Engines	Horse.	N ^o . of Decks
172	3		24	6		14	6		70		One
(Dimensions of Ship per Register, length 172.3 breadth 24.7 depth 14.3)											
Keel, of bar iron, depth and thickness	Inches in Ship.		Inches required per Rule.		Inches in Ship.		Inches required per Rule.		Plates in Garboard Strakes, breadth and thickness		
	74 x 5		24 x 3/8		74 x 5		24 x 3/8		26 9/16 21 9/16		
Plating, of plate iron, breadth and thickness	27 x 3/8		24 x 3/8		27 x 3/8		24 x 3/8		Ditto from Garboard to upper part of Bilges		
Stem, of bar iron, moulding and thickness	6 1/2 x 2 1/2		6 1/2 x 2 1/2		6 1/2 x 2 1/2		6 1/2 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		
" if plate iron, breadth and thickness	7 1/2 x 4 1/2		6 1/2 x 5		7 1/2 x 4 1/2		6 1/2 x 5		" from 3/4ths depth of Hold to lower edge of Sheerstrake		
Stern-post, of bar iron, moulding and thickness	3 7 1/2 x 4 1/2		6 1/2 x 5		3 7 1/2 x 4 1/2		6 1/2 x 5		" Sheerstrake, breadth and thickness		
" if plate iron, breadth and thickness	3 7 1/2 x 4 1/2		6 1/2 x 5		3 7 1/2 x 4 1/2		6 1/2 x 5		20 x 3/8 20 x 3/8 20 x 3/8		
Distance of Frames from moulding edge to moulding edge, all fore and aft	21		21		21		21		Butt Straps to outside plating, breadth and thickness		
Frames, Size of Angle Iron, single or double	3 1/2 3 9/16		3 1/2 2 3/4 7/16		3 1/2 3 9/16		3 1/2 2 3/4 7/16		Gunwale Plate or Stringer on ends of Upper Deck Beams, breadth and thickness		
Reversed Iron, if to every frame or every other frame	2 1/2 2 1/2 9/16		2 1/2 2 1/2 9/16		2 1/2 2 1/2 9/16		2 1/2 2 1/2 9/16		Angle Iron on ditto		
Floors, depth and thickness of Floor Plate at mid line	15 x 7/16		15 x 7/16		15 x 7/16		15 x 7/16		Stringer or Tie Plates fore and aft, on Upper Deck Beams, outside Hatchways		
" Ditto ditto at Bilge Keelson	5 1/2 x 7/16		5 1/2 x 7/16		5 1/2 x 7/16		5 1/2 x 7/16		Diagonal Tie Plates on ditto		
" Size of Reversed Angle Iron, and No. at top of Floor Plate	2 1/2 2 1/2 9/16		2 1/2 2 1/2 9/16		2 1/2 2 1/2 9/16		2 1/2 2 1/2 9/16		Planksheer, materials and scantlings		
Beams, Deck (No. of double Angle Iron, Plate, Tee, or Bulb Iron)	6 1/2 x 9/16		6 x 9/16		6 1/2 x 9/16		6 x 9/16		Waterway ditto ditto		
" double or single Angle Iron, on upper edge	2 1/2 2 1/2 9/16		2 1/2 2 1/2 9/16		2 1/2 2 1/2 9/16		2 1/2 2 1/2 9/16		Flat of Upper Deck, thickness and material		
" average space between	42		42		42		42		" how fastened to Beams		
Hold, or Lower Deck (No. of double Angle, Tee, Plate, or Bulb Iron)	6 1/2 x 9/16		6 x 9/16		6 1/2 x 9/16		6 x 9/16		Ceiling betwixt Decks and in Hold, thickness and material		
" double or single Angle Iron on upper edge	2 1/2 2 1/2 9/16		2 1/2 2 1/2 9/16		2 1/2 2 1/2 9/16		2 1/2 2 1/2 9/16		Clamps or Spiketting ditto		
" average space between	84		84		84		84		Stringer Plates on ends of Hold or Lower Deck Beams, breadth and thickness		
Paddle, sided and moulded, thickness of Plate size of Angle Iron	14		14		14		14		Stringer or Tie Plates fore and aft outside Hatchways, on Hold or Lower Deck Beams		
Engine	14		14		14		14		Stringers in Hold		
Keelson, single or double plate, box, or intercostal	6 1/2 x 9/16		6 x 9/16		6 1/2 x 9/16		6 x 9/16		Flat of Lower Deck, thickness and material		
" Size of Plates	6 1/2 x 9/16		6 x 9/16		6 1/2 x 9/16		6 x 9/16		Main piece of Rudder, diameter at head		
" Size of Angle Irons	3 1/2 3 9/16		4 3 9/16		3 1/2 3 9/16		4 3 9/16		" at heel		
" Side, single or double, plate, box, or intercostal	3 1/2 3 9/16		4 3 9/16		3 1/2 3 9/16		4 3 9/16		(Can the Rudder be unshipped afloat)		
" Bilge (No. of double, plate, or box)	3 1/2 3 9/16		4 3 9/16		3 1/2 3 9/16		4 3 9/16		Bulkheads, N ^o 5 Thickness of 5/16 ins		
Transoms, material or, if none, in what manner compensated for	11 x 9 x 9/16		11 x 9 x 9/16		11 x 9 x 9/16		11 x 9 x 9/16		" Height up to upper deck		
Knight-heads, and Hawse Timbers	11 x 9 x 9/16		11 x 9 x 9/16		11 x 9 x 9/16		11 x 9 x 9/16		" how secured to the sides of the ship		
The Frames extend in one length from	Ridge		to Gunwale		Ridge		to Gunwale		" size of vertical angle irons and their distance apart		
The reverse angle irons on the floors extend in one length across the middle line from	Ridge		to Ridge		Ridge		to Ridge		rivetted through plates with (3/4 in.) rivets, about (6 ins) apart		
" " " on the frames	Ridge		to Ridge		Ridge		to Ridge		Keelson, how are the various lengths of plates or angle irons connected?		
Keelson, how are the various lengths of plates or angle irons connected?	by butt straps and angle irons shifted		by butt straps and angle irons shifted		by butt straps and angle irons shifted		by butt straps and angle irons shifted		Plates, Garboard, double or rivetted to keel, double or at upper edge, with rivets (1/2 in.) diameter, averaging (3 1/2 ins) apart		
Plates, Garboard, double or rivetted to keel, double or at upper edge, with rivets (1/2 in.) diameter, averaging (3 1/2 ins) apart	double or		double or		double or		double or		" Edges from Garboards to upper part of bilge, worked clench, double or single rivetted; with rivets (3/4 in.) diameter, averaging (3 ins) apart		
" Edges from Garboards to upper part of bilge, worked clench, double or single rivetted; with rivets (3/4 in.) diameter, averaging (3 ins) apart	double or		double or		double or		double or		" Butts from Keel to turn of bilge, worked carvel with butt straps (1/2 in.) thick, double or single rivetted; with rivets (3/4 in.) diameter, averaging (3 ins) apart		
" Butts from Keel to turn of bilge, worked carvel with butt straps (1/2 in.) thick, double or single rivetted; with rivets (3/4 in.) diameter, averaging (3 ins) apart	double or		double or		double or		double or		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 clench, double or single rivetted; with rivets (3/4 in.) diameter, averaging (3 ins) apart	double or		double or		double or		double or		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 clench, double or single rivetted; with rivets (3/4 in.) diameter, averaging (3 ins) apart	double or		double or		double or		double or		" Edges of Sheerstrake, double or single rivetted? At upper edge single to Bulwark Plate At lower edge double		
" Edges of Sheerstrake, double or single rivetted? At upper edge single to Bulwark Plate At lower edge double	double or		double or		double or		double or		" Butts from bilge to planksheers, worked carvel with butt straps (1/2 in.) thick, double or single rivetted; with rivets (3/4 in.) diameter, averaging (3 ins) apart		
" Butts from bilge to planksheers, worked carvel with butt straps (1/2 in.) thick, double or single rivetted; with rivets (3/4 in.) diameter, averaging (3 ins) apart	double or		double or		double or		double or		Breadth of laps in double rivetting (1/2 in) Breadth of laps in single rivetting (2 5/8 in)		
Breadth of laps in double rivetting (1/2 in) Breadth of laps in single rivetting (2 5/8 in)	1/2 in		1/2 in		1/2 in		1/2 in		Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted? Single to Bulwark Plate and Garboards, part triple		
Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted? Single to Bulwark Plate and Garboards, part triple	single to Bulwark Plate and Garboards, part triple		single to Bulwark Plate and Garboards, part triple		single to Bulwark Plate and Garboards, part triple		single to Bulwark Plate and Garboards, part triple		Planksheer, how secured to the plating of the sides Explain by sketch		
Planksheer, how secured to the plating of the sides Explain by sketch	Planksheer all triple the remainder double		Planksheer all triple the remainder double		Planksheer all triple the remainder double		Planksheer all triple the remainder double		Waterway " " planksheer and to the Beams if necessary		
Waterway " " planksheer and to the Beams if necessary	Planksheer all triple the remainder double		Planksheer all triple the remainder double		Planksheer all triple the remainder double		Planksheer all triple the remainder double		Deck Beams, how secured to the side? by knees forged out of solid Rail. Plate and rivets to frames		
Deck Beams, how secured to the side? by knees forged out of solid Rail. Plate and rivets to frames	by knees forged out of solid Rail. Plate and rivets to frames		by knees forged out of solid Rail. Plate and rivets to frames		by knees forged out of solid Rail. Plate and rivets to frames		by knees forged out of solid Rail. Plate and rivets to frames		Hold or Lower Deck ditto		
Hold or Lower Deck ditto	do		do		do		do		Raddle all fore and aft ties connected at ends by No. of breasthooks and crutches		
Raddle all fore and aft ties connected at ends by No. of breasthooks and crutches	all fore and aft ties connected at ends by		all fore and aft ties connected at ends by		all fore and aft ties connected at ends by		all fore and aft ties connected at ends by		What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.?		
What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.?	Morse's Patent and Hopkin's		Morse's Patent and Hopkin's		Morse's Patent and Hopkin's		Morse's Patent and Hopkin's		Manufacturer's name or trade mark		
Manufacturer's name or trade mark	Morse's Patent and Hopkin's		Morse's Patent and Hopkin's		Morse's Patent and Hopkin's		Morse's Patent and Hopkin's		We certify that the above is a correct description of the several particulars therein given.		
We certify that the above is a correct description of the several particulars therein given.	Morse's Patent and Hopkin's		Morse's Patent and Hopkin's		Morse's Patent and Hopkin's		Morse's Patent and Hopkin's		Builder's Signature		
Builder's Signature	Morse's Patent and Hopkin's		Morse's Patent and Hopkin's		Morse's Patent and Hopkin's		Morse's Patent and Hopkin's		Surveyor's Signature		
Surveyor's Signature	Morse's Patent and Hopkin's		Morse's Patent and Hopkin's		Morse's Patent and Hopkin's		Morse's Patent and Hopkin's		per C. Lawrence		

8455 Iron

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 rivet 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
 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? very few and in butts only

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.)

Masts of Pitch and Res Pines

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.	Weight req'd per Rule.	Test req'd per Rule.
	Fore Sails,	Chain						Bowers					
	Fore Top Sails,												
	Fore Topmast Stay Sails	Hempen Stream Cable	90	8		8 1/2							
	Main Sails,	Hawser	90	7		6 1/2		Stream					
	Main Top Sails,	Towlines	90	5									
	and	Warp						Kedges					
		All of <u>good</u> quality.											

Her Standing and Running Rigging of pine and hemp sufficient in size and good in quality.

She has two life boats Long Boat and one other

The present state of the Windlass is good, Capstan good and Rudder good Pumps one in each compartment
and of 6.0 17x17. Spindle 3 1/2 x 3 1/2

Order for Special Survey	DATES of	1st. On the several parts of the frame, when in place, and before the plating was wrought	Under Special Survey whole time of Builders
No. _____	Surveys held	2nd. On the plating during the progress of rivetting	
Date _____	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. _____	Section 18.	5th. After the ship was launched	
Date _____			

State if she has a Spar Deck Short Poop and Monkey or Forecastle

General Remarks.

This Vessel is well built and is fitted with a water ballast extending from fore bulkhead to Engine Room, to about twenty feet on one side of same. The crown of the Tank is stopped against the flange of the Reversed Frame, and the space between the flange angle iron on top of Tank and inner surface of plating is filled in solid with well fitted and efficiently secured caulked and cemented.

Six butts of stringers plate on upper deck beams triple riveted with an angle iron of 3 1/2 x 3 x 1/2 wrought all fore and aft on top of same as compensation for irregular shipping.

The Builders (Messrs. Allibon & Coys) scale for tonnage was computed at 384 tons under deck, but the Customs Returns now produced are 438 which difference has thrown the Reversed Frames, Reversed Irons and Stringers a little under the requirements of the Rules, say from one quarter of an inch to half an inch on one flange only, as compensation for such I beg to attach particulars of what has been done and to recommend the same to the favourable consideration of the Committee.

In what manner are the surfaces preserved from oxidation? Inside Cement and Res Lead
 Ditto ditto Outside Res Lead and Black Paint.

I am of opinion this Vessel should be Classed A

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

Special £ 23 : 10 : -

Certificate (if required) £ - : - : -

Committee's Minute 22 November 1870

Character assigned A (without asterisk)

Referring to the full explanations given in the Case by the Builders she has to be recommended that she be for the class of A without asterisk

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