

IRON SHIPS.

See midship section for particulars
Run 16/9/64 9427

No. 9427 Survey held at Newcastle Date 19 Jan to 14 Sep 1864
the Barge "Minnie" Master Wm. Minnith
Tonnage Gross Engine Room Register 394.29 Built at Newcastle
When Built 1864 Launched 19 August By whom built Wm. Holman & Co.
Owner Holman & Co. Port belonging to London Destined Voyage Shanghai
Surveyed Afloat or in Dry Dock While building

Length aloft		Extreme Breadth		Depth from top of Upper Deck		Power of Engines	
Feet.	Inches.	Feet.	Inches.	Feet.	Inches.	Horse.	
144	2 1/10	24	4 1/2	15	4 1/10		
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft							
18		18					
Floors, Size of Angle Iron, and No. at bottom of Floor Plate							
3 1/2		3 1/2		2 3/4		2 3/4	
" depth and thickness of Floor Plate at mid line							
15 1/2		15 1/2		8		8	
" depth and thickness of Floor Plate at Bilge Keelson							
1		1		8		8	
" Size of Reversed Angle Iron, and No. at top of Floor Plate							
2 1/2		2 1/2		1 1/2		1 1/2	
Frames, Size of Angle Iron, single or double							
3 1/2		3 1/2		2 1/2		2 1/2	
" Reversed Iron, if to every frame							
2 1/2		2 1/2		1 1/2		1 1/2	
Beams, Deck (No. 42) double Angle Iron, Plate or Bulb Iron							
1 1/2		1 1/2		1 1/2		1 1/2	
" double or single Angle Iron, on top edge							
2 1/2		2 1/2		1 1/2		1 1/2	
" average space between							
3 feet		3 feet					
" if wood (No.) sided & moulded							
" Hold, or Lower Deck (No. 25) double Angle Iron, Plate or Bulb Iron							
1 1/2		1 1/2		1 1/2		1 1/2	
" double or single Angle Iron, on top edge							
2 1/2		2 1/2		1 1/2		1 1/2	
" average space between							
2 1/2		2 1/2		1 1/2		1 1/2	
" if wood (No.) sided & moulded							
" Paddle, wood, sided and moulded, or if Iron, size of Plate							
" Engine "M" top of floor							
Keelson, single plate, box, or intercostal							
12		10		10		10	
" Size of Plates							
4		3		1 1/2		1 1/2	
" Size of Angle Irons							
4		3		1 1/2		1 1/2	
Ditto Bilge (No. 2) bilge plate							
15 x 1 1/2		15 x 1 1/2		3 1/2 x 2 3/4		3 1/2 x 2 3/4	
Transoms, material Plate or, if none, in what manner compensated for.							
Knight-heads, and Hawse Timbers							
The Frames or Ribs extend in one length from keel to rudder							
The reverse angle irons on the floors extend in one length across the middle line from							
" " " on the frames " " " from							
Keelson, how are the various lengths of plates or angle irons connected?							
Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets () diameter averaging () in. from centre to centre of rivet.							
" Edges from Garboards to upper part of bilge, worked carvel with a lining piece () in. thick, or clenchler, double or single rivetted; rivets () diameter, averaging () in. from centre to centre of rivets.							
" Butts from Keel to turn of bilge, worked carvel with a lining piece () thick, double or single rivetted; rivets () diameter, averaging () in. from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below?							
" Edges from bilge to sheerstrake, worked carvel with a lining piece () thick, or clenchler, double or single rivetted; rivets () diameter, averaging () in. from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below?							
" Edge of Sheerstrake, double or single rivetted?							
" Butts from bilge to plank sheers, worked carvel with a lining piece () thick, double or single rivetted; rivets () diameter, averaging () in. from centre to centre of rivets. Breadth of laps in double rivetting () Breadth of laps in single rivetting ()							
Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted?							
Planksheer, how secured to the plating of the sides							
Waterway " " planksheer and to the Beams							
Deck Beams, how secured to the side?							
Hold or Lower Deck "							
Paddle " "							
No. of breasthooks 3 crutches 4 how are pointers compensated?							
What description of iron is used for the angle iron and plate iron in the vessel?							
Stamper H.C. & Co.							

Workmanship. Are the lands or laps of the clenchwork in all cases in breadth at least five times the diameter of the rivets in double rivetted edges and butts, and at least three 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? Yes
Do the holes for rivetting plate to frames, lining pieces, or te to plate, &c., conform well to each other? Yes and are the rivet holes well and sufficiently countersunk in the outer plate? Yes with few exceptions
Are there any rivets which either break into or have been p ough the seams or butts of the plating? Yes

Her Masts, Yards, &c., are in good condition, and sufficient in size and length.

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N ^o .			Fathoms. Inches.	N ^o .	Weight.
2	Fore Sails,	Chain <u>Test</u> ... 31. Yds... 240	15 1/2	Bower, <u>Test</u> ... 18. Yds... 2	18. 1. 0
2	Fore Top Sails,	Hempen Stream Cable	80 13 1/2	18. " -	18. 1. 0
2	Fore Topmast Stay Sails,	Hawser	80 8 1/2	14. " -	14. 1. 2 1/2
2	Main Sails,	Towlines	80 6	Stream,	1 1. 2. 2
2	Main Top Sails,	Warp	80 5	Kedge,	2 3. 1. 0
and		All <u>new</u> quality.	80 4		1. 3. 20

Her Standing and Running Rigging Complete sufficient in size and new in quality.

She has the Long Boat and Ship & Rig

The present state of the Windlass is good Capstan new and Rudder Complete Pumps 2 metal

General Remarks, Statement and Date of Repairs, extent of corrosion (if any) both internally and externally, and condition of rivets.

DATES of Surveys held while building, as per Section 17. 1st. On the several parts of the frame, when in place, and before the plating was wrought } built
2nd. On the plating during the progress of rivetting } under special
3rd. When the beams were in and fastened, and before the decks were laid } survey
4th. When the ship was complete, and before the plating was finally coated } per order No 239
5th. After the ship was launched

This vessel is fastened entirely with galvanized iron bolts, those in planking are driven from outside with punts inside on frames and plates, and teak plugs on such an. rubber washers introduced over the heads

The frames are in some cases not well set-leading to the introduction of teak filling pieces twist frames and planking and rivetting and iron work, generally roughly executed to which Mr. Adamson's attention, on frequent occasions during the vessel's progress. These defects were likewise noticed by Mr. Martin during his inspection to this port. The wood work is more satisfactory, except in a few cases, the scores in planking for to receive diagonal straps are cut too wide and an unnecessary number of washers under some of the punts. But as most of the scantlings are above the requirements of the Rules, I think she might be deemed eligible for the 12 years grade but without the mark for special survey.

The certificates of test for the Chain cables and anchors are herewith enclosed.

In what manner are the surfaces preserved from oxidation? Painted, Cement on floor inside.
Sheathed with Kelland metal on bottom, on Yell;

I am of opinion this Vessel should be classed 12 A

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

Special£ 20: 8:

Certificate (if required) gratis

Committee's Minute 16th Sept. 1864

Character assigned 12 A for 12 years

Omit (Expt B.S.)
Mr. Adamson (the surveyor) will call to have the ship
20. 9. 64

Sept 16 1864 This Sailing Barque with Iron Frames and single thickness of Wood Planking is No 12 in my Report to Committee in June last, of ships inspected on the River Tyne, to which they have tendered the Committee of Classification. I concur in the recommendation of Mr. Martin and that she be marked 12 A. The Committee may see fit.