

# IRON SHIPS.

No. 3676 Survey held at Hull Date 29<sup>th</sup> July 1864  
 on the Steamer "Annie" Master  
 Tonnage under tonnage deck 404.98 Built at Hull When built 1864 Launched 7<sup>th</sup> June  
 Ditto of poop Beam spar deck 25.21  
 Ditto of engine room 100.12 By whom built Humbert Iron Works Owners Gosport Steam Shipping Co  
 Register tonnage 636.07 Port belonging to Gosport Destined Voyage  
 Gross Tonnage 1130.19

Surveyed while Building, Afloat, or in Dry Dock Special Survey during building & afloat & at anchor

Length aloft 188 Feet. 2 Inches. Extreme Breadth 24 Feet. — Inches. Depth from top of Upper Deck Beam to top of Floor 13 Feet. — Inches. Power of Engines 120 Horse. N<sup>o</sup>. of Decks One

(Dimensions of Ship per Register, length 188.2 breadth 24 depth 12.85)

	Inches in Ship.	Inches required per Rule.		Inches in Ship.	Inches required per Rule.
Keel, if bar iron, depth and thickness.....			Plates in Garboard Strakes, breadth and thickness.....	<u>36</u>	<u>3/16</u>
„ „ plate <u>steel</u> , breadth and thickness....	<u>24 x 3/16</u>		Ditto from Garboard to upper part of Bilges..		<u>3/16</u>
Stem, if bar iron, moulding and thickness....	<u>5 x 1 1/2</u>		„ from upper part of Bilge to a perpendicular height from upper side of Keel of 3/4ths the entire depth of Hold.....		<u>3/16</u>
„ „ if plate iron, breadth and thickness....			„ from 3/4ths depth of Hold to lower edge of Sheerstrake.....		<u>3/16</u>
Stern-post, if bar iron, moulding and thickness....	<u>4 x 2</u>		„ Sheerstrake, breadth and thickness....		<u>3/16</u>
„ „ if plate iron, breadth and thickness....			Butt Straps to outside plating, breadth and thickness.....	<u>108 x 3/4</u>	<u>3/16</u>
Distance of Frames from moulding edge to moulding edge, all fore and aft.....	<u>20</u>		Gunwale Plate or Stringer on ends of Upper Deck Beams, breadth and thickness.....	<u>30</u>	<u>3/16</u>
Frames, Size of Angle <u>Iron</u> , single or double..	<u>3</u> <u>2 1/2</u> <u>3/16</u>		Angle <u>Iron</u> on ditto.....	<u>4 x 3</u>	<u>3/16</u>
„ „ Reversed <u>Iron</u> , if to every frame	<u>2 1/2</u> <u>2 1/4</u> <u>3/16</u>		Stringer or Tie Plates fore and aft, on Upper Deck Beams, outside Hatchways..	<u>12</u>	<u>3/16</u>
to top of Bilge, or every alternate frame			Diagonal Tie Plates on ditto.....	<u>5 x 2 1/4</u>	<u>3/16</u>
Floors, depth and thickness of Floor Plate at mid line.....	<u>12 1/2</u> <u>x</u> <u>3/16</u>		Planksheer, materials and scantlings.....		
„ Ditto ditto at Bilge Keelson	<u>8 1/2</u> <u>x</u> <u>3/16</u>		Waterway ditto ditto <u>2 1/2 x 2 1/2</u>		
„ Size of Reversed Angle <u>Iron</u> , and No. <u>One</u> at top of Floor Plate	<u>2 1/2</u> <u>2 1/4</u> <u>3/16</u>		Flat of Upper Deck, thickness and material <u>3</u>		
Beams, Deck (N <sup>o</sup> . <u>58</u> ) double Angle <u>Iron</u> , Plate, Tee, or Bulb <u>Iron</u> ..	<u>6</u> <u>x</u> <u>3/16</u>		„ „ „ how fastened to Beams..	<u>3/16</u> <u>nuts &amp; bolts</u>	
„ „ double or single Angle <u>Iron</u> , on upper edge....	<u>2 1/4</u> <u>2 1/4</u> <u>3/16</u>		Ceiling betwixt Decks and in Hold, thickness and material.....	<u>2</u>	
„ „ average space between.....	<u>40</u>		Clamps or Spirketting ditto.....		
„ Hold, or Lower Deck (N <sup>o</sup> . <u>29</u> ) double Angle, Tee, Plate, or Bulb <u>Iron</u> ..	<u>6</u> <u>x</u> <u>3/16</u>		Stringer Plates on ends of Hold or Lower Deck Beams, breadth and thickness.....	<u>18</u>	<u>3/16</u>
„ „ double or single Angle <u>Iron</u> , on upper edge....	<u>2 1/4</u> <u>2 1/4</u> <u>3/16</u>		Stringer or Tie Plates fore and aft outside Hatchways, on Hold or Lower Deck Beams.....		
„ „ average space between.....			Stringers in Hold.....		
„ Paddle, sided and moulded, thickness of Plate <u>size of Angle Iron</u>			Flat of Lower Deck, thickness and material..		
„ Engine „ „ „ „			Main piece of Rudder, diameter at head....	<u>36</u>	
Keelson, single or double plate, box, or intercostal	<u>15 1/2</u> <u>x</u> <u>3/16</u>		„ „ „ at heel....	<u>36</u>	
„ Size of Plates <u>Plates</u> .....	<u>6</u> <u>x</u> <u>3/16</u>		(Can the Rudder be unshipped afloat <u>Yes</u> with sufficient water below keel		
„ Size of Angle <u>Iron</u> .....	<u>3</u> <u>3</u> <u>3/16</u>		Bulkheads, N <sup>o</sup> . <u>30</u> Thickness of <u>3/16</u>		
„ Side, single or double, plate, box, or intercostal	<u>8</u> <u>x</u> <u>3/16</u>		„ Height up <u>Shew to Height of bulk</u>		
„ Bilge (No. <u>One</u> ) at each Bilge, single, or double, plate, or box.....	<u>3</u> <u>3</u> <u>3/16</u>		„ how secured to the sides of the ship <u>Double frames &amp; second lines</u>		

Transoms, material Steel plate or, if none, in what manner compensated for.

Knight-heads, and Hawse Timbers

The Frames extend in one length from Keel to Gunwale rivetted through plates with (3/16 in.) rivets, about (6 ) apart

The reverse angle irons on the floors extend in one length across the middle line from top of bilge to top of bilge

„ „ „ on the frames „ „ „ from top of bilge to Gunwale on alternate frames

Keelson, how are the various lengths of plates or angle irons connected? With angle irons, Butts shifted & staggered & rivetted

Plates, Garboard, double or rivetted to keel, double or rivetted at upper edge, with rivets (5/16 in.) diameter, averaging (2 1/4 in.) apart.

„ Edges from Garboards to upper part of bilge, worked clencher, double or single rivetted; with rivets (1/2 in.) diameter, averaging (2 1/4 in.) apart.

„ Butts from Keel to turn of bilge, worked carvel with butt straps (3/16 ) thick, double or single rivetted; with rivets (1/2 in.) diameter, averaging (2 1/4 in.) apart.

Do the butt straps lap over and rivet through the lands of the strake below? Yes

„ Edges from bilge to sheerstrake, worked carvel with a living piece ( ) thick, or clencher, double or single rivetted; with rivets (1/2 in.) diameter, averaging (1 3/4 in.) apart.

Do the butt straps lap over and rivet through the lands of the strake below? Clencher

„ Edges of Sheerstrake, double or single rivetted? At upper edge Rivets to Gunwale & angles At lower edge Double rivetted

„ Butts from bilge to planksheers, worked carvel with butt straps (3/16 ) thick, double or single rivetted; with rivets (1/2 in.) diameter, averaging (2 1/4 in.) apart. Breadth of laps in double rivetting (3 ) Breadth of laps in single rivetting (1 3/4 )

Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted? Stringer & tie plates double rivetted Keelsons

Planksheer, how secured to the plating of the sides Explain by sketch With sufficient length of angle rivetted

Waterway „ „ planksheer and to the Beams if necessary. Planksheer Waterway

Deck Beams, how secured to the side? Welded & rivets to frames and angles rivetted to stringer & planksheer

Hold or Lower Deck ditto do

Paddle „ „ No. of breasthooks Three crutches

What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.?

Manufacturer's name or trade mark Iron from Loch & Wilson & Co. - Steel from Messrs. & Co. Sheffield

We certify that the above is a correct description of the several particulars therein given.

Builder's Signature J. H. Challenor Surveyor's Signature J. H. Challenor

Official Signature J. H. Challenor

Builder's Signature J. H. Challenor

Surveyor's Signature J. H. Challenor

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**Workmanship.** Are the lands or laps of the clenchwork in all cases in breadth a least five times the diameter of the rivets where single riveting is admitted? *Yes*  
 rivetted edges and butts, and at least three and a quarter times the diameter of the rivets where single riveting 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? *Yes* or are they in short lengths of various thicknesses? *No*  
 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? *Yes. A few in Bulkhead lower bow.*

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.

She has SAILS.		CABLES, &c., tested at					ANCHORS, tested at				
N <sup>o</sup> .		No. on Chain seen by me.	No. and date on Certificate	Fathoms.	Inches.	Tested to Tons.	N <sup>o</sup> .	No. on Anchor seen by me.	No. and date on Certificate.	Weight. Ex. spec.	Tested to Tons.
	Fore Sails,	Chain .....									
	Fore Top Sails,	Hemp									
	Fore Topmast Stay Sails,	Stream Cable									
	Main Sails,	Hawser .....									
	Main Top Sails,	Towlines .....									
		Warp .....									
	and All of	quality.									

Her Standing and Running Rigging *is here & there* sufficient in size and *good* in quality.  
 She has *Long Boat* and *Long Boat*  
 The present state of the Windlass is *good* Capstan *good* and Rudder *good* Pumps *good*

Order for Special Survey DATES of  
 No. *12* Surveys held  
 Date *25<sup>th</sup> March 64* while building  
 Order for Ordinary Survey as per  
 No. *12* Section 18.  
 Date *25<sup>th</sup> March 64*  
 1st. On the several parts of the frame, when in place, and before the plating was wrought *First Survey*  
 2nd. On the plating during the progress of rivetting *26<sup>th</sup> Nov 1863*  
 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  
 5th. After the ship was launched *Last Survey 29<sup>th</sup> July 64*  
 State if she has a *Star Deck* *Deck off* Poop *No* or Forecastle *No*

General Remarks, *All the Bulk of the Outside plating in way of the Engine and Boiler Space are triple rivetted*

*Ditto Vessel "Pelican" Report N<sup>o</sup> 3423 classed 25<sup>th</sup> July 1864*

*Present Vessel, see London Office letter dated 1<sup>st</sup> Sept 64 also letter from this office of 9<sup>th</sup> April 1864 advising the testing & forwarding samples of the plating used in the construction of the "Dunne"*

*The present Purchasers intend to cover the vessel over the engine room and to fit <sup>two</sup> angle rows outside about 10" apart on each side for about 120 ft in length ~~and~~ <sup>also</sup> filling in the space with timber & plating the same over outside, so as to protect the plating from injury by collision with dock walls. <sup>to be done</sup> Remainder with Paint*

In what manner are the surfaces preserved from oxidation? Inside *The flat inside covered with Cement & the*  
 Ditto ditto Outside *with Paint*

I am of opinion this Vessel should be Classed *A & Marked Steel* *M. Davidson*

The amount of the Fee .....£ *5* - - is received by me, *for the Purchasers*

Special .....£ *21* : *10* : *subject to the classification*

Certificate (if required) .....£ : : *of the vessel*

Committee's Minute *17<sup>th</sup> August 1866*

Character assigned *A = Built of Steel*  
*Exp<sup>d</sup>*