

No. 1945 Survey held at South Shields Date 22 Sept 1842  
on the Screw Steamer Bedlington Master William Masley  
Tonnage 214 <sup>1216</sup> <sub>3500</sub> Built at South Shields When built 1842  
By whom built Messrs Marshall's Woodhouse Owners Bedlington Coal Company  
Port belonging to Newcastle Destined Voyage Blythe and back to the Tyne  
If Surveyed Afloat or in Dry Dock During Building

Length aloft	Feet. <u>35</u> Inches. <u>5</u>	Extreme Breadth	Feet. <u>25</u> Inches. <u>1</u>	Depth of Hold	Feet. <u>0</u> Inches. <u>0</u>
<b>Scantlings of Timber.</b>			<b>Thickness of Plank.</b>		
Timber and Space	each <u>24</u> apart	Moulded	Outside.	Inside.	
Floors	sided <u>8</u>	<u>4</u>	Keel to Bilge	Foot Waling	"
1 <sup>st</sup> Foothooks	" <u>8</u>	" <u>4</u>	Bilge Planks	Bilge Planks	<u>Relsons</u> <u>6 1/2</u>
2 <sup>nd</sup> Ditto	" <u>8</u>	" <u>4</u>	Bilge to Wales	Ceiling in Flat	"
3 <sup>rd</sup> Ditto	" <u>4</u>	" <u>1</u>	Wales	Ditto Bilge to Clamp	"
Top Timbers	" <u>9</u>	" <u>4</u>	Topsides	Hold Beam Clamps	"
Deck Beams	N <sup>o</sup> . of <u>36</u>	" <u>8 1/2</u>	Sheer Strakes	Deck Beam Ditto	"
Hold Beams	N <sup>o</sup> . of <u>—</u>	" <u>—</u>	Plank Sheers	Ceiling 'twixt Decks	"
Keel	" <u>3 1/2</u>	" <u>Plate</u>	Water-Ways	Hold Beam Shelves	"
Kelsons	" <u>12</u>	" <u>1 1/2</u>	Upper Deck	Deck Beam Ditto	<u>7 1/2</u>
<b>Size of Bolts in Fastenings.</b>			<b>Iron.</b>		
Heel-Knee, and Dead Wood abaft	" <u>3/16</u>		Hold Beam	"	"
Scarphs of Keel	N <sup>o</sup> . <u>—</u>		Deck Beam	"	"
Floor Timber Bolts	" <u>3/16</u>		same in Iron above the Copper		
Kelson ditto	" <u>3/16</u>				
Transoms and throats of Hooks	" <u>3/16</u>				
Arms of Hooks	" <u>3/16</u>				

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 24 Inches. The Space between the Top-timbers is 24 Inches. The Stem, Stern Post, are composed of Iron the Transoms, Aprons, Knight Heads, Hawse Timbers of Iron Plate & Iron Elm and are free from all defects. The Floors and first Foothooks are composed of Iron Angle Iron 3 by 4 1/2 Timber. The other Foothooks and Top Timbers of Iron Angle 4. The Shifts of the first and second Foothooks are not less than — N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are united by spikes. The Frame is — squared from the first Foothook Heads upwards, and — free from sap, and from thence downwards, the frame is —. The alternate Frames are — bolted together. N. B. If not, state how bolted. The Butts of the Timbers are — close together; their thickness not less than — of the entire moulding at that place. The Frame is — chocked with — Butt at each end of the chock. The Main Kelson is composed of Iron Elm and the False Kelson of 2 on each side Iron Elm. The Scarphs of the Kelsons are not less than 5 feet 6 inches. The Deck and Hold Beams are composed of Iron.

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of plate Iron. From the first Foothook Heads to the Light Water Mark of —. From the Light Water Mark to the Wales of —. The Wales and Black-strakes are of plate Iron. The Topsides of —. The Sheer-strakes and Plank-sheers of —. The Water-ways of yellow pine. The Decks of yellow pine. State of bin board slightly chafed. The Shifts of the Planking are not less than — Feet — Inches. N. B. If less than prescribed by the Rule, state whether general or partial, and if partial, in what part of the Ship. The Planking is wrought — between —.

**Planking Inside.**—The Limber-strakes are composed of — the Bilge Planks of —. The Ceiling, Lower Hold, of — Between Decks of —. Shelf Pieces of Iron Elm Clamps of —.

**Fastenings.**—To Hold Beams no tang. Deck Beams Iron plate Iron Single. Number of Breasthooks 2 Iron Pointers — Crutches Oak Transoms Iron. Butts End Bolts are of all Butts in the Bottom, and — Bolt in each Butt End through and clenched. Bilge and Footwaling — bolted through and clenched. General Quality of Workmanship Well Executed.

We certify that the preceding is a correct description of the above-named Vessel.

Builder's Name

Surveyor's Name



Her Masts, Yards, &c. are in good condition, and sufficient in size and length. not fitted

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.		
N <sup>o</sup> .	Fathoms.	Inches.	N <sup>o</sup> .				
Fore Sails,	130	Chain	2	Bower,	15	2	3
Fore Top Sails,	"	Hempen Stream Cable	1	Stream,	1	"	"
Fore Topmast Stay Sails,	60	Hawser	1/2	Kedge,	—	—	—
Main Sails,	70	Towlines	5				
Main Top Sails,	1	Warp	3 1/2				
			All of <u>good</u> quality.				

and the fore sail  
is on the funnel & engine

Her Standing and Running Rigging not rigged sufficient in size and not rigged in quality.

She has One Long Boat and

The present state of the Windlass is in Capstan and Rudder sound iron & iron Braces.

General Remarks—Statement and Date of Repairs.

This Vessel's Hull is formed by a curve in the Sp. Iron plates the Transoms Quarter & Stern Timbers, Knight heads, Stowse timbers, Stanchions, with gunwales and decks. Main & four Side Kelsons are of woods named in this report of good qualities. All the frame are of Angle Iron, with the Beams, made thus 1/2 the floor iron thus 1/8 with the Angle Iron rivetted at the lower seat of floor, and an angle Iron rivetted at upper edges of floor thus 1/2 in moulding. The Beams are secured by a 1/2 in Iron Plate Knee, every Beam has an Iron Stanchion secured to main Kelson. The Hull is perfectly tight.

This Vessel is fitted on the floors with rails for waggon to be run fore & aft and calculated to contain 40 waggons fitted with a working Drip to answer either side over the Main hatchway, which is adapted to hoist & lower by the engine, that drive the propelling screws which are fitted in each run. The Boilers are placed close forward and the engine aft having the entire hold amidship for the storage of the waggons on the four railways. This vessel is intended to carry coals from the Tyne.

If Sheathed, Doubled, Felted, or Coppered Single Bottom When last done

I am of opinion this Vessel should be Classed as

The Amount of the Fee £15 is received by me, W. Poppelwell

Special £

Committee's Minute 30th Sept 1842

Character assigned Built of Iron  
M.C. 42