

# IRON SHIPS.

No. 1866 Survey held at Stockton Date 10th August 1858  
 on the Bark "Warrior" Master Not Appointed  
 Tonnage Gross Engine Room Register 490 Built at Stockton  
 When Built 1858 By whom built Messrs W Pearson & Co Owners W Pearson & Co  
 Port belonging to Stockton Destined Voyage \_\_\_\_\_  
 If Surveyed Afloat or in Dry Dock While building

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 No.
.....	148	—	.....	26	10	.....	16	3	.....	.....
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	Inches in ship.	Inches required per Rule.	Inches in ship.	Inches required per Rule.	16ths required per Rule.	Stem, if bar iron, moulding and thickness	Inches in ship.	16ths in ship.	Inches required per Rule.	16ths required per Rule.
Floors, Size of Angle Iron, and No. <u>one</u> at bottom of Floor Plate	3 1/2	2 1/2	6	3 1/2	2 1/2	„ if plate iron, breadth and thickness	6 1/2	2 1/2	6 1/2	2 1/2
„ depth and thickness of Floor Plate at mid line	16	7/16	16	7/16	7/16	Stern-post, if bar iron, moulding and thickness	6 1/2	2 1/2	6 1/2	2 1/2
„ depth and thickness of Floor Plate at Bilge Keelson	16	7/16	16	7/16	7/16	„ if plate iron, breadth and thickness	6 1/2	2 1/2	6 1/2	2 1/2
„ Size of Reversed Angle Iron, and No. <u>one</u> at top of Floor Plate	2 1/2	2 1/2	5 1/2	2 1/2	2 1/2	Keel, if bar iron, depth and thickness	6 1/2	2 1/2	6 1/2	2 1/2
Frames, Size of Angle Iron, single or double	3 1/2	2 1/2	6	3 1/2	2 1/2	„ if plate iron, breadth and thickness	6 1/2	2 1/2	6 1/2	2 1/2
„ Reversed Iron, if to every frame	2 1/2	2 1/2	5 1/2	2 1/2	2 1/2	Garboard Plates, thickness	9/16	✓	9/16	✓
„ or every other frame	2 1/2	2 1/2	5 1/2	2 1/2	2 1/2	From Garboard to upper part of Bilge	8/16	✓	8/16	✓
Beams, Deck (No. <u>56</u> ) double Angle Iron	2 1/2	2 1/2	5 1/2	2 1/2	2 1/2	From upper part of Bilge to Sheerstrakes	7/16	✓	7/16	✓
„ Bulb Iron with double Angle Iron on top	2 1/2	2 1/2	5 1/2	2 1/2	2 1/2	Sheerstrakes	8/16	✓	8/16	✓
„ depth & thickness of plate amidships	6 1/2	7/16	6 1/2	7/16	7/16	Breadth & thickness of Butt Straps to outside plating	8 x 7/16	8/16	7/16	8/16
„ double or single Angle Iron, on lower edge	32	✓	32	✓	32	Planksheers	14	7/16	14	7/16
„ average space between	32	✓	32	✓	32	Gunwale Plate or Stringer on ends of Up. Dk Beams	4 x 3 x 9/16	4 x 3 x 9/16	4 x 3 x 9/16	4 x 3 x 9/16
„ if wood (No. ) sided & moulded	32	✓	32	✓	32	Angle Iron on ditto	4 x 3 x 9/16	4 x 3 x 9/16	4 x 3 x 9/16	4 x 3 x 9/16
„ Hold, or Lower Deck (No. <u>37</u> ) double Angle Iron or Bulb Iron with double Angle Iron on top	2 1/2	2 1/2	5 1/2	2 1/2	2 1/2	Waterway	4 x 3 x 9/16	4 x 3 x 9/16	4 x 3 x 9/16	4 x 3 x 9/16
„ depth & thickness of plate amidships	6 1/2	7/16	6 1/2	7/16	7/16	Deck	3 1/4	✓	3 1/4	✓
„ double or single Angle Iron, on lower edge	32	✓	32	✓	32	Ceiling in Hold	2 1/4	✓	2 1/4	✓
„ average space between	32	✓	32	✓	32	Ceiling betwixt Decks	2 1/4	✓	2 1/4	✓
„ if wood (No. ) sided & moulded	32	✓	32	✓	32	Beam Clamps	14	7/16	14	7/16
„ Paddle, wood, sided and moulded or if Iron, size of Plate	32	✓	32	✓	32	„ Shelf	14	7/16	14	7/16
„ Engine	4	3	9/16	4	3	ends of Hold or Lower Dk Beams	4 x 3 x 9/16	4 x 3 x 9/16	4 x 3 x 9/16	4 x 3 x 9/16
Keelson, wood, sided & moulded, iron, size of plate, if Box, give sketch & dimensions	10 1/2	7/16	10	7/16	7/16	Ceiling between Decks	8 x 2	8 x 2	8 x 2	8 x 2
„ Side or Bilge	4	3	9/16	4	3	Stringer or Tie Plates outside Hatchways	10	9/16	10	9/16
„ Number	4	3	9/16	4	3	Deck Beam Clamps	14	7/16	14	7/16

Transoms, material \_\_\_\_\_ or, if none, in what manner compensated for. By ribs and plating  
 Knight-heads „ Cup Oak Bulkheads, No. two Thickness of plates 5/16  
 Hawse Timbers „ \_\_\_\_\_ are they free from defects? „ how secured to the sides of the ship With frames  
 The Frames or Ribs extend in one length from Keel to Gunwale rivetted through plates with ( 3/4 in.) rivets, about ( 6 in.) 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 Alternately  
 Keelson, how are the various lengths of plates or angle irons connected? With Butt straps and the angle irons on the edges shifted  
 Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets ( 1 ins.) diameter averaging ( 3 1/4 in.) from centre to centre of rivet.  
 „ Edges from Garboards to upper part of bilge, worked carvel with a lining piece ( 1 in.) thick, or clencher, double or single rivetted; rivets ( 3/4 in.) diameter, averaging ( 2 3/4 ins.) from centre to centre of rivets.  
 „ Butts from Keel to turn of bilge, worked carvel with a lining piece ( 9/16 ) thick, double or single rivetted; rivets ( 3/4 in.) diameter, averaging ( 2 3/4 ins.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? Yes  
 „ Edges from bilge to planksheer, worked carvel with a lining piece ( 1 in.) thick, double or single rivetted; rivets ( 3/4 in.) diameter, averaging ( 2 3/4 in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? Yes  
 „ Butts from bilge to planksheers, worked carvel with a lining piece ( 7/16 ) thick, or clencher, double or single rivetted; rivets ( 3/4 in.) diameter averaging ( 2 3/4 ins.) from centre to centre of rivets. Breadth of laps in double rivetting ( 4 ) Breadth of laps in single rivetting ( 2 1/2 )  
 Planksheer, how secured to the plating of the sides { Explain by sketch, Both driven from outside through sheerstrake and clenched also screw bolts driven from above and set up with nuts on stringer plates  
 Waterway „ „ planksheer and to the Beams { if necessary.  
 Side trussing \_\_\_\_\_ breadth and thickness of plates \_\_\_\_\_ how secured?  
 Deck trussing \_\_\_\_\_  
 Deck Beams, how secured to the side? Backed knees rivetted to the frames  
 Hold or Lower Deck „ \_\_\_\_\_  
 Paddle „ \_\_\_\_\_  
 No. of breasthooks four crutches \_\_\_\_\_ how are pointers compensated? By termination of keelsons & stringers  
 What description of iron is used for the angle iron and plate iron in the vessel? Judhoe Leeds

Builder's Signature

M. Pearson & Co



170 Iron

433

**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 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, several in the Butts

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

She has SAILS.

CABLES, &c.

ANCHORS, and their weights.

N <sup>o</sup> .			Fathoms.		Inches.		N <sup>o</sup> .	Weight.	
No. 1 Fore Sails, Fore Top Sails, Fore Topmast Stay Sails, Main Sails, Main Top Sails, and	Chain	.....	270		1 3/8		Bower, .....	3	22 1/2
	Hempen Stream Cable	.....	90		1 1/2		Stream, .....	1	19
	Hawser	.....	80		6		Kedge, .....	2	3 1/2
	Towlines	.....	80		8 1/2				
	Warp	.....	75		4 1/2				
	All of <u>good</u> quality.		70		4 1/2				

Her Standing and Running Rigging is in line Keyp sufficient in size and good in quality.

She has one Long Boat and big and jolly boat

The present state of the Windlass is good Capstan good and Rudder good Pumps in the good

**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	
2nd.	On the plating during the progress of rivetting	
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	

Special Survey No. 75

In what manner are the surfaces preserved from oxidation? With red paint

We are in of opinion this Vessel should be classed 12 A 1

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

Special .....£ 24 : 10 : -

Certificate (if required) .....£ : : -

Committee's Minute 13 Aug 1858

Character assigned 12 A 1

Mr Davidson  
J. R. Gladstone

I concur in the  
above recommendations

12 Aug 1858

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