

IRON SHIPS.

No. 1907 Survey held at Hastlepool Date 26th February 18 89
 on the Ship "Summer Cloud" Master Wm Sabiston
 Tonnage Gross 690 Engine Room Register 690 Built at Hastlepool
 When Built 10 89 By whom built John Pile & Co Owners Wm Sabiston
 Port belonging to London Destined Voyage Aden
 Surveyed Afloat or in Dry Dock Specially surveyed while building No 2 Order 90

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.
.....	160		31			19				
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 required per Rule.	Inches in Ship.	16ths required per Rule.
	10	10				if plate iron, breadth and thickness	7 1/2	2 3/4	7	2 3/4
Floors, Size of Angle Iron, and No. one at bottom of Floor Plate	4	3	7/16	4	3	Stern-post, if bar iron, moulding and thickness	7	2 3/4	7	2 3/4
depth and thickness of Floor Plate at mid line	19	9/16	19	9/16		if plate iron, breadth and thickness				
depth and thickness of Floor Plate at Bilge Keelson	4	4				Keel, if bar iron, depth and thickness	7 1/2	2 3/4	7	2 3/4
Size of Reversed Angle Iron, and No. one at top of Floor Plate	3	3	6/16	3	2 3/4	if plate iron, breadth and thickness				
Frames, Size of Angle Iron, single or double	4	3	7/16	4	3	Garboard Plates, thickness	11/16	✓	11/16	✓
Reversed Iron, if to every frame or every other frame	3	3	6/16	3	2 3/4	From Garboard to upper part of Bilge	16/16	✓	16/16	✓
Beams, Deck (N° 86) double Angle Iron or Bulb Iron with double Angle Iron on top	2 3/4	2 3/4	6/16	2 3/4	2 3/4	From upper part of Bilge to Sheerstrakes	9/16	✓	9/16	✓
depth & thickness of plate amidships	7 3/4	9/16	7 3/4	9/16		Sheerstrakes	16/16	✓	16/16	✓
double or single Angle Iron, on lower edge	36	Inches	36	Inches		Breadth & thickness of Butt Straps to outside plating	8 x 11/16	11/16	7 1/2	11/16
average space between	36	Inches	36	Inches		Planksheers	3 1/2	9/16	2 3/4	9/16
if wood (N° 49) sided & moulded	2 3/4	2 3/4	6/16	2 3/4	2 3/4	Gunwale Plate or Stringer on ends of Up. Dk Beams	4 x 4	7/16	4 1/2	3 1/2
Hold, or Lower Deck (N° 49) double Angle Iron or Bulb Iron with double Angle Iron on top	2 3/4	2 3/4	6/16	2 3/4	2 3/4	Angle Iron on ditto	13	7	3 1/2	
depth & thickness of plate amidships	7 3/4	9/16	7 3/4	9/16		Waterway	3 1/2	7	3 1/2	
double or single Angle Iron, on lower edge	36	Inches	36	Inches		Deck	3 1/2	7	3 1/2	
average space between	36	Inches	36	Inches		Ceiling in Hold	3	7	3 1/2	
if wood (N° 49) sided & moulded	2 3/4	2 3/4	6/16	2 3/4	2 3/4	Ceiling betwixt Decks				
Paddle, wood, sided and moulded or if Iron, size of Plate	4	4	10/16	4	3 1/2	Beam Clamps				
Engines	3	3	7/16	4 1/2	3 1/2	Shelf				
Keelson, wood, sided & moulded, iron, size of plate, if Box, give sketch & dimensions	13	9/16	12 1/2	9/16		Stringer Plates on ends of Hold or Lower Dk Beams	2 3/2	9/16	2 3/2	9/16
Side or Bilge	3	3	7/16	4 1/2	3 1/2	Ceiling between Decks				
Number	Two	Two				Stringer or Tie Plates out- side Hatchways	11 1/2	9/16	11 1/2	9/16

Transoms, material Iron or, if none, in what manner compensated for.
 Knight-heads Teak Bulkheads, N° Two Thickness of Plates
 Hawse Timbers are they free from defects? how secured to the sides of the ship to single frames, broad liners and
size of vertical angle iron and their distance apart 3 x 3 x 6/16 spaced 30 inches.
 The Frames or Ribs extend in one length from Keel to Gunwale rivetted through plates with (3/4 in.) rivets, about (6) apart.
 The reverse angle irons on the floors extend in one length across the middle line from 4 up the side to 2 feet above hold beam stringer,
on the frames, from 2 ft. above hold beams to gunwale on alternate frames.
 Keelson, how are the various lengths of plates or angle irons connected? Butts of angle iron & plates shifted & strapped & rivetted.
 Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets (1/2 in.) diameter averaging (4 1/2 in.) from centre to centre of rivet.
 Edges from Garboards to upper part of bilge, worked carvel with a lining piece (1/2 in.) thick, or clencher, double or single rivetted; rivets (3/4 in.)
 diameter, averaging (3 ins.) from centre to centre of rivets.
 Butts from Keel to turn of bilge, worked carvel with a lining piece (1/2 in.) thick, double or single rivetted; rivets (3/4 in.) diameter,
 averaging (3 ins.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? they do
 Edges from bilge to planksheer, worked carvel with a lining piece (1/2 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? they do
 Butts from bilge to planksheers, worked carvel with a lining piece (9/16) 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 none Explain by sketch, Iron waterways between Poop & Forecastle,
 Waterway planksheer and to the Beams if necessary. Teak waterways fitted under do. fastened
with nut bolts thro. gunwale plates & set up below.
 Side trussing breadth and thickness of plates how secured?
 Deck trussing Four pairs of diagonal tie plates 11 1/2 x 9/16.
 Deck Beams, how secured to the side? Ends of beam plates turned & welded forming knee plates rivetted to ribs.
 Hold or Lower Deck Same as deck
 Paddle
 No. of breasthooks Four crutches Two how are pointers compensated? Stringers running up
 What description of iron is used for the angle iron and plate iron in the vessel?
Angle iron by Loch Nelson & Bell
Plate iron by J. Whitham & Son, Leeds
 Builder's Signature John Pile & Co

1836. Iron.

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? they are
Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies? they do
Do the fillings between the ribs and plates fill in solid with single pieces, or are they in short lengths of various thicknesses? solid in one length
Do the holes for rivetting plate to frames, lining pieces, or plate to plate, &c., conform well to each other? they do and are the rivet holes well and sufficiently countersunk in the outer plate? all through
Are there any rivets which either break into or have been put through the seams or butts of the plating? a few in butts.

Her Masts, Yards, &c., are in all new 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	270	1 3/8	Bower,	3	34.2
2	Fore Top Sails,	Heaven Stream Cable	60	1			24.2
2	Fore Topmast Stay Sails,	Hawser	80	9	Stream,	1	32.0
2	Main Sails,	Towlines	90	6 1/2			8.0
2	Main Top Sails,	Warp	90	8 1/2	Kedge,	1	3.0
	and	All of <u>good</u> quality.	90	4 1/2			

Her Standing and Running Rigging new Win & hump sufficient in size and good in quality.

She has one Long Boat and Butter & Skiff

The present state of the Windlass is new Capstan & Winch and Rudder new Pumps new of metal

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

DATES of Surveys { 1st. On the several parts of the frame, when in place, and before the plating was wrought May to November 1858
held while building, { 2nd. On the plating during the progress of rivetting August to December 1858
as per Section 17. { 3rd. When the beams were in and fastened, and before the decks were laid January 1859
{ 4th. When the ship was complete, and before the plating was finally coated January 1859
{ 5th. After the ship was launched February 1859

This vessel has a Poop & Forecastle the frames running up to the top height. Plating of $\frac{7}{16}$ Double rivetted at butts with $\frac{3}{4}$ rivets, Beams Double angle Iron $6 \times 3 \times \frac{9}{16}$ & $2 \frac{3}{4} \times 2 \frac{3}{4} \times \frac{6}{16}$ spaced 36 inches apart Flat of Decks $2 \frac{3}{8}$ Yellow Pine, fastened with $\frac{1}{16}$ nut bolts put thro from the top side & set up below.

Handwritten signature: John G. L. 1859

In what manner are the surfaces preserved from oxidation? Three coats of paint, bottom cemented inside with Roman cement.

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

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

Special£ 34 : 10 : 0

Certificate (if required)£ :

Committee's Minute 1st March 1859

Character assigned 1 for 12 Years

Built of Iron

I am of opinion this vessel is eligible for class
Lloyd's Register
Foundation