

IRON SHIPS.

No. 2063 Survey held at Stockton Date 27th October 1860
 on the Steam "Gladiator" Master J Warne
 Tonnage Gross 591 Engine Room 124 Register 467 Built at Stockton
 When Built 1860 By whom built W Pearce & Co Owners Lincoln & North African Steam Navigation Co
 Launched 29th September Port belonging to London Destined Voyage London

If Surveyed Afloat or in Dry Dock Special survey while building
Compared with 100 ton standard

| Length aloft | Feet. | Inches. | Extreme Breadth | Feet. | Inches. | Depth from top of Upper Deck | Feet. | Inches. | Beam to top of Floor | Feet. | Inches. | Power of Engines | Horse No. |
|--|-----------------|---------------------------|-----------------|---------------------------|--------------------------|---|-----------------------------|--------------------------|----------------------|--------------------------|----------------------|------------------|-----------|
| | 195 | | 27 | 6 | | 16 | | | | | | 80 | |
| 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. | Description of Iron. | Material. | |
| | 18 | 18 | | | | " if plate iron, breadth and thickness | 8 | 2 1/2 | 7 | 2 1/4 | | | |
| Floors, Size of Angle Iron, and No. at bottom of Floor Plate | Inches in Ship. | Inches required per Rule. | Inches in Ship. | Inches required per Rule. | 16ths required per Rule. | Stern-post, if bar iron, moulding and thickness | 10 | 4 | 7 | 3 1/2 | | | |
| " depth and thickness of Floor Plate at mid line | 4 | 3 | 7 1/6 | 4 | 3 | " " if plate iron, breadth and thickness | | | | | | | |
| " depth and thickness of Floor Plate at Bilge Keelson | 16 | x | 7 1/6 | 16 | x | Keel, if bar iron, depth and thickness | 8 | 2 1/2 | 7 | 3 1/4 | | | |
| " Size of Reversed Angle Iron, and No. at top of Floor Plate | 6 | x | 7 1/6 | 4 | x | " if plate iron, breadth and thickness | | | | | | | |
| Frames, Size of Angle Iron, single or double | 3 | 2 3/4 | 7 1/6 | 3 | 2 3/4 | Garboard Plates, thickness.. | | | | | | | |
| " " Reversed Iron, if to every frame | 4 | 3 | 7 1/6 | 4 | 3 | From Garboard to upper part of Bilge | 9 1/6 | 9 1/6 | | | | | |
| " " every alternate frame | 3 | 2 3/4 | 7 1/6 | 3 | 2 3/4 | From upper part of Bilge to Sheerstrakes | 7 1/6 | 7 1/6 | | | | | |
| Beams, Deck (N ^o . 66) double Angle Iron or Bulb Iron with double Angle Iron on top | 2 1/2 | 2 1/2 | 4 1/6 | 2 1/2 | 2 1/2 | Sheerstrakes | 7 1/6 | 7 1/6 | | | | | |
| " " depth & thickness of plate amidships | 6 1/2 | x | 7 1/6 | 6 1/2 | x | Breadth & thickness of Butt Straps to outside plating | 10 x 9 1/2 | 10 x 9 1/2 | | | | | |
| " " double or single Angle Iron, on lower edge | 36 | | 36 | | | Planksheers | | | | | | | |
| " " average space between | | | | | | Gunwale Plate or Stringer on ends of Up. Dk Beams | 19 1/2 | 9 1/6 | 19 1/2 | 9 1/6 | | | |
| " " if wood (N ^o .) sided & moulded | | | | | | Angle Iron on ditto | 4 1/2 | 3 1/4 | 4 1/2 | 3 1/4 | | | |
| " Hold, or Lower Deck (N ^o . 39) double Angle Iron or Bulb Iron with double Angle Iron on top | 2 1/2 | 2 1/2 | 4 1/6 | 2 1/2 | 2 1/2 | Waterway | 6 | 6 | | | | | |
| " " depth & thickness of plate amidships | 6 1/2 | x | 7 1/6 | 6 1/2 | x | Deck | Yellow pine | 3 1/2 | 3 1/2 | | | | |
| " " double or single Angle Iron, on lower edge | 28 1/2 | alternately | 2 1/2 | alternately | | Ceiling in Hold | Baltic pine | 2 1/4 | 2 1/4 | | | | |
| " " average space between | | | | | | Ceiling betwixt Decks | butts | | | | | | |
| " " if wood (N ^o .) sided & moulded | | | | | | Beam Clamps | | | | | | | |
| " Paddle, wood, sided and moulded or if Iron, size of Plate | | | | | | " Shelf | | | | | | | |
| Engine | | | | | | ends of Hold or Lower Dk Beams | 19 1/2 | 9 1/6 | 19 1/2 | 9 1/6 | | | |
| Keelson, wood, sided & moulded, iron, size of plate, if Box, give sketch & dimensions | 4 1/2 | 3 1/4 | 8 1/6 | 4 1/2 | 3 1/2 | Ceiling between Decks | | | | | | | |
| " Side or Bilge | 10 1/2 | x | 7 1/6 | 10 1/2 | x | Stringer or Tie Plates outside Hatchways | 10 | 9 1/6 | 9 1/4 | 9 1/6 | | | |
| " Number | 4 1/2 | 3 1/4 | 8 1/6 | 4 1/2 | 3 1/2 | Deck Beam Clamps | | | | | | | |
| | | | | | | " " Shelf | | | | | | | |
| | | | | | | Stringers in Hold | double angle iron | 4 1/2 | 3 1/4 | 8 1/6 | 4 1/2 | 3 1/2 | 7 1/6 |
| | | | | | | Deck, Lower | | | | | | | |
| | | | | | | Deck, Upper, how fastened to Beams | Three screw bolts with nuts | | | | | | |

Transoms, material W or, if none, in what manner compensated for. By ribs and plating
 Knight-heads " " Bulkheads, N^o. Four and Thickness of Plates 5 1/6
 Hawse Timbers " " are they free from defects? Yes how secured to the sides of the ship By frames broad beams & braced

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 Hold Stringer to gunwale

" " " on the frames " " " from Hold Stringer to gunwale alternately
 Keelson, how are the various lengths of plates or angle irons connected? Butt straps & angle irons on edges shifted & rivetted

Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets (1 1/8 ins.) 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 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 (7/16) 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? 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 (3 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 (3 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 drawn from top & cut up with butts below on stringer keel
 Waterway " " planksheer and to the Beams { if necessary. }

Side trussing breadth and thickness of plates how secured? Three pair of 10 x 8 1/6 diagonally fitted, plates rivetted to beams and stringer plates
 Deck trussing Three pair of 10 x 8 1/6 diagonally fitted, plates rivetted to beams and stringer plates

Deck Beams, how secured to the side? Braced knees rivetted to frames & beam plates
 Hold or Lower Deck " Do

Paddle " " how are pointers compensated? By termination of stringers
 No. of breasthooks Seven crutches Two how are pointers compensated? By termination of stringers

What description of iron is used for the angle iron and plate iron in the vessel? Cockleholm & Bell Builder's Signature M Pearce

2270 Item

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 ^o . | | Fathoms. | Inches. | | N ^o . | Weight. |
|----------------------------|---------------------------|----------|---------|---------------|------------------|---------|
| ✓ Fore Sails, | Chain | 240 | 1 5/16 | Bower, | 3 | 20-15- |
| ✓ Fore Top Sails, | Hempen Stream Cable | 90 | 3/4 | Stream, | 1 | 6-1- |
| ✓ Fore Topmast Stay Sails, | Hawser | 80 | 6 1/2 | Kedge, | 2 | 3-1- |
| ✓ Main Sails, | Towlines | 80 | 8- | | | |
| ✓ Main Top Sails, | Warps | 80 | 5 1/4 | | | |
| and thus unusual | All of _____ quality. | 40 | 3 1/2 | | | |

Her Standing and Running Rigging is fine Hemp sufficient in size and good in quality.

She has Two Life Boats one Boat and three others

The present state of the Windlass is Good Capstan Good and Rudder Good Pumps 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 Special Survey 4-112
2nd. On the plating during the progress of rivetting First Survey 5th March 1865
3rd. When the beams were in and fastened, and before the decks were laid Last Survey 27th October
4th. When the ship was complete, and before the plating was finally coated
5th. After the ship was launched

In what manner are the surfaces preserved from oxidation? With three coats of paint. The flat inside cemented

We are

I am of opinion this Vessel should be classed A 1

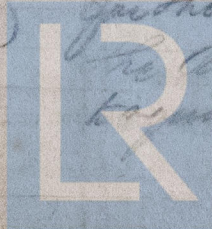
The amount of the Fee £ 5 : 0 : 0 is received by me,

Special £ 29 : 11 : 0

Certificate (if required) £ : :

Committee's Minute 30th October 1865

Character assigned A 1 for 9 Years



Lloyd's Register Foundation