

image below tonnage Deck 520.24  
Spar Decks 500.94  
gross 1029.18

3213 Last Report No 2884- Iron.  
**IRON SHIPS.**

No. 2299 Survey held at West Hartlepool Date 25th June 1863  
on the Sea King Master Chapman

Tonnage Gross 1029.18 Engine Room 159.44 Register 669.74 Built at West Hartlepool

When Built 10 5 9 By whom built Pile Owners Leech Harrison & Co

Port belonging to Liverpool Destined Voyage Liverpool

If Surveyed Afloat in Dry Dock  
Compare to the 500 ton scale for 9 A

Length aloft	Inches.	Extreme Breadth	Feet.	Inches.	Depth from top of Upper Deck	Feet.	Inches.	Power of Engines	Horse No.
33	6	26	4	10	19	11	3/4	120	
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	Inches in Ship.	Inches.	16ths required per Rule.	Inches.	Inches.	16ths required per Rule.	Inches.	16ths required per Rule.	Inches.
Floors, Size of Angle Iron, and No. <u>one</u> at bottom of Floor Plate	3 1/2	3	7/16	3 3/4	2 3/4	7/16			
depth and thickness of Floor Plate at mid line	13	+	0/16	19	+	0/16			
depth and thickness of Floor Plate at Bilge Keelson	6	+	0/16	3 3/4	+	0/16			
Size of Reversed Angle Iron, and No. <u>one</u> at top of Floor Plate	2 3/4	2 3/4	6/16	3	2 1/2	6/16			
Frames, Size of Angle Iron, single or double	3 1/2	3	7/16	3 3/4	2 3/4	7/16			
Reversed Iron, if to every frame or every other frame	2 3/4	2 3/4	6/16	3	2 1/2	6/16			
Beams, Deck (No. <u>17</u> ) double Angle Iron or Bulb Iron with double Angle Iron on top	2 3/4	2 1/2	6/16	2 3/4	2 1/2	5/16			
depth & thickness of plate amidships	7	+	6/16	6 1/2	+	7/16			
double or single Angle Iron, on lower edge	36	Inches	56	Inches					
average space between									
if wood (No. ) sided & moulded									
Hold, or Lower Deck (No. <u>3</u> ) double Angle Iron or Bulb Iron with double Angle Iron on top	6	3	9/16	2 3/4	2 1/2	5/16			
depth & thickness of plate amidships	3	3	6/16	6 1/2	+	7/16			
double or single Angle Iron, on lower edge									
average space between	72	Inches	72	Inches					
if wood (No. ) sided & moulded									
Paddle, wood, sided and moulded or if Iron, size of Plate									
Engine	3	3	9/16	4 1/4	3 1/4	7/16			
Keelson, wood, sided & moulded, iron, size of plate, if Box, give sketch & dimensions	10	+	0/16	17 1/4	+	0/16			
Side or Bilge	4	3	0/16	4 1/4	3 1/4	7/16			
Number	Two sets			Two sets					

Transoms, material Five or, if none, in what manner compensated for.  
Knight-heads One (added) Bulkheads, No. One (added) Thickness of 5/16 Plate  
Hawse Timbers are they free from defects? how secured to the sides of the ship Single frames broadlines & knees

The Frames or Ribs extend in one length from Keel to Spar Deck 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

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

Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets ( 1 ins.) diameter averaging ( 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 ( 3 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 ( 3 ins.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? No

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? No

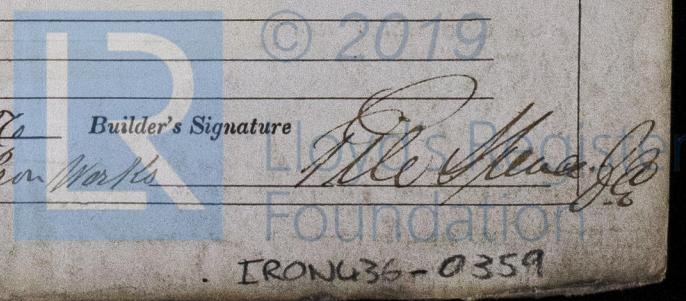
Butts from bilge to planksheers, worked carvel with a lining piece ( 9/16) thick, or clencher, double or single rivetted; rivets ( 3/4 in.) diameter averaging ( 3 ins.) from centre to centre of rivets. Breadth of laps in double rivetting ( 4 1/4) Breadth of laps in single rivetting ( 2 1/2)

Planksheer, how secured to the plating of the sides { Explain by sketch, { Gutter, filled in with Red Pine.  
Waterway { if necessary.

Side trussing breadth and thickness of plates how secured?  
Deck trussing Plates fitted on top of deck beams over engine One set of diagonal plates 9 x 9/16 + space 61 ft in length 36 x 7/16 rivetted to edge of beam

Deck Beams, how secured to the side? Bracket three plates  
Hold or Lower Deck Same as Deck  
Paddle how are pointers compensated?

No. of breasthooks crutches how are pointers compensated?  
What description of iron is used for the angle iron and plate iron in the vessel? By Hopkins & Co Builder's Signature Wm. Harrison  
Shoekton Iron Works





**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? 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 end lengths

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? All through

Are there any rivets which either break into or have been put through the seams or butts of the plating? A few

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.
1	Fore Sails,	Chain .....	200	1 1/4	Bower, <u>(Two by Scott)</u>	3	20.2.0
2	Fore Top Sails,	<del>Hemp</del> Stream Cable .....	40	1 3/8	<u>One common</u>	-	20.2.0
1	Fore Topmast Stay Sails,	Hawser .....	60	2 1/8	Stream, .....	1	16.0.0
3	Main Sails,	Towlines .....	100	7			14.0.0
-	Main Top Sails,	Warp .....	00	9 1/4	Kedge, .....	1	2.0.0
	and others as usual making one complete suit.	All of <u>Good</u> quality.	100	5 1/2			

Her Standing and Running Rigging Wire & Denny sufficient in size and Good in quality.

She has Two life ~~long~~ Boat Butter ~~gig~~ gig & gig

The present state of the Windlass is Capstan Good and Rudder Good Pumps Good 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 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

Has now been lengthened in midships 45 ft. Sides of ribs plating beams 11. given on the other side. Spar deck fitted (Roof carried along to fore-castle) frames let through gunwale stringers & scarfed down heads of main frames 24 inches. Brackets the same & shell plating angle irons 3 1/2 x 3. Plating outside 7/16 thick single riveted at edges double do at butts with 3/4 rivets spaced 3 in centre to bow. Sheers struts doubled three fourths of the length inside plate 29 x 7/16, outside do. 39 x 7/16. Beams single angle irons 6 x 3 x 7/16 connected to frames with bracket knees. Gunwale stringers 19 1/2 x 7/16 angle irons on do. 3 1/2 x 3 x 7/16. Two sets of fore & aft tie plates on each side 9 x 0/16. Three sets of diagonal plates 9 x 0/16. Plating of deck 3 in 1/4. Pine fastened with 7/16 nut bolts from the top side.

*The Engineer*

ceiling lifted, boilers out. Plating 11. scraped clean inside & out excepting in way of asphalt in flat of bottom (a small portion removed found all good) asphalt repaired where necessary vessel coated over with paint & ceiling relaid.

The tonnage being increased by the lengthening, I am of opinion the Character should be reduced to meet the Rule for the same. 9 A

In what manner are the surfaces preserved from oxidation? Flat of inside asphalted, all other parts coated with paint.

I am of opinion this Vessel should be classed 9 A

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

Special ..... £ 10 : 12 : 0

Certificate (if required) ..... £ :

Committee's Minute 4th July 1863

Character assigned A for 9 Years

*J. P. Glaesstone*

We think that under the Circumstances this Vessel is eligible to be classed as 9 A if the Committee are satisfied with the weight of anchors & the strength of the spar deck.

*To have for*  
*W. R.*

*(L.S. 124)*  
*"Spar deck"*  
*W. R.*