

IRON SHIPS.

No. 2355 Survey held at Stockton Date 4th April 1864
 on the "Haveloken" Master Rose
 Tonnage Gross 296 7/10 Engine Room — Register 896 2/10 Built at Stockton
 When Built 1864 Launched February By whom built M. Pearce & Co
 Owners Wilson & Chamber Port belonging to Liverpool Destined Voyage New Zealand
 If Surveyed Afloat or in Dry Dock Specialty Surveyed while building

Length aloft 124 0 Extreme Breadth..... 31 7/10 Depth from top of Upper Deck } Feet. Inches. }
 Beam to top of Floor..... 21 3 }
 Power of Engines.....

Distance of Frames or Ribs from moulding } edge to moulding edge, all fore and aft }	Inches in Ships.		Inches required per Rule.		Stem, if bar iron, moulding and thickness	Inches. 16ths. Inches. 16ths.		Horse.
	In ship.	In ship.	In ship.	per Rule.		In ship.	per Rule.	
<u>Double across Keel 4 ft length</u>	<u>42 3</u>	<u>0 1/16</u>	<u>42 3</u>	<u>0 1/16</u>	if plate iron, breadth and thickness	<u>9 2 1/2</u>	<u>7 1/2</u>	<u>3</u>
Floors, Size of Angle Iron, and No. <u>one</u> at bottom of Floor Plate.....	<u>21</u>	<u>10 1/16</u>	<u>21</u>	<u>10 1/16</u>	Stern-post, if bar iron, moulding and thickness	<u>9 2 1/2</u>	<u>7 1/2</u>	<u>3</u>
„ depth and thickness of Floor Plate at mid line	<u>15</u>	<u>10 1/16</u>	<u>15</u>	<u>10 1/16</u>	„ „ if plate iron, breadth and thickness	<u>9 2 1/2</u>	<u>7 1/2</u>	<u>3</u>
„ depth and thickness of Floor Plate at Bilge Keelson	<u>3 3</u>	<u>7 1/16</u>	<u>3 3</u>	<u>7 1/16</u>	Keel, if bar iron, depth and thickness.....	<u>9 2 1/2</u>	<u>7 1/2</u>	<u>3</u>
„ Size of Reversed Angle Iron, and No. <u>one</u> at top of Floor Plate..	<u>42 3</u>	<u>0 1/16</u>	<u>42 3</u>	<u>0 1/16</u>	„ if plate iron, breadth and thickness	<u>31</u>	<u>12 1/16</u>	<u>30</u>
Frames, Size of Angle Iron, single or double ..	<u>3 3</u>	<u>7 1/16</u>	<u>3 3</u>	<u>7 1/16</u>	Garboard Plates, Breadth and thickness	<u>1 1/16</u>	<u>11 1/16</u>	
„ „ Reversed Iron, if to every frame or every <u>other</u> frame.....	<u>42 3</u>	<u>0 1/16</u>	<u>42 3</u>	<u>0 1/16</u>	From Garboard to upper part of Bilge	<u>10 1/16</u>	<u>10 1/16</u>	
Beams, Deck (No. <u>60</u>) double Angle Iron, Plate, or Bulb Iron.....	<u>0</u>	<u>0 1/16</u>	<u>0</u>	<u>0 1/16</u>	From upper part of Bilge to Sheerstrakes.....	<u>36</u>	<u>11 1/16</u>	
„ „ double or single Angle Iron, on <u>both</u> edge.....	<u>3 3</u>	<u>6 1/16</u>	<u>3 3</u>	<u>6 1/16</u>	Sheerstrakes, <u>at ends for 4-1/16</u> Breadth and thickness	<u>10 1/16</u>	<u>12 1/16</u>	<u>12 1/16</u>
„ „ average space between	<u>36 inches</u>	<u>36 inches</u>			Butt Straps to outside plating, Breadth and thickness	<u>10 1/16</u>	<u>12 1/16</u>	<u>12 1/16</u>
„ „ if wood (No.) sided & moulded					Planksheers	<u>33</u>	<u>9 1/16</u>	<u>24</u>
„ Hold, or Lower Deck (No. <u>50</u>) double Angle Iron, Plate, or Bulb Iron	<u>0</u>	<u>0 1/16</u>	<u>0</u>	<u>0 1/16</u>	Gunwale Plate or Stringer on ends of Up. Dk Beams	<u>5 4 1/16</u>	<u>5 4 1/16</u>	<u>10 1/16</u>
„ „ double or single Angle Iron on <u>both</u> edge.....	<u>3 3</u>	<u>6 1/16</u>	<u>3 3</u>	<u>6 1/16</u>	Angle Iron on ditto.....	<u>15</u>	<u>9 1/16</u>	<u>12</u>
„ „ average space between	<u>36 inches</u>	<u>36 inches</u>			Diagonal Tie Plates on Beams	<u>6</u>	<u>11 1/16</u>	<u>10 1/16</u>
„ „ if wood (No.) sided & moulded					Waterway <u>Quarter of beam</u>	<u>4</u>	<u>3 1/2</u>	
„ Paddle, wood, sided and moulded, or if Iron, size of Plate					Deck <u>Yellow Pine</u>	<u>4 1/2</u>		
Keelson, <u>double</u> plate, <u>box</u> , or <u>intercostal</u>	<u>10</u>	<u>9 1/16</u>	<u>14</u>	<u>12 1/16</u>	Ceiling in Hold <u>Red Pine</u>	<u>2 1/2</u>		
„ Size of Plates <u>Two</u>	<u>5 4</u>	<u>0 1/16</u>	<u>5 4</u>	<u>0 1/16</u>	Ceiling betwixt Decks <u>Pine</u>	<u>2 1/2</u>		
„ Size of Angle Irons <u>Two</u>	<u>5 4</u>	<u>0 1/16</u>	<u>5 4</u>	<u>0 1/16</u>	Beam Clamps or Spirketting			
Ditto Bilge (No. <u>Two</u>) <u>Double Ang Iron</u>	<u>5 4</u>	<u>0 1/16</u>	<u>5 4</u>	<u>0 1/16</u>	„ Shelf			
Transoms, material <u>Plate</u> or, if none, in what manner compensated for.					„ Stringer Plates on ends of Hold or Lower Dk Beams	<u>29</u>	<u>9 1/16</u>	<u>24</u>
Knight heads, and Hawse <u>German</u>					Ceiling between Decks	<u>15</u>	<u>9 1/16</u>	<u>12</u>
The Frames or Ribs extend in one length from <u>Keel</u> to <u>Gumwale</u>					Stringer or Tie Plates outside Hatchways	<u>15</u>	<u>9 1/16</u>	<u>12</u>
The reverse angle irons on the floors extend in one length across the middle line from <u>top of bilge</u> to <u>bottom of bilge</u>					Deck Beam Clamps or Spirketting..			
Keelson, how are the various lengths of plates or angle irons connected? <u>Butts of angle iron & plates double rivetted</u>					„ „ Shelf			
Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets (<u>1/8</u> ins. diameter averaging (<u>4 1/2</u> in.) from centre to centre of rivet.					Stringers in Hold <u>Double angle iron</u>	<u>5 4 1/16</u>	<u>5 4 1/16</u>	<u>10 1/16</u>
„ Edges from Garboards to upper part of bilge, worked carvel with a lining piece (<u>1/8</u> in.) thick, or clencher, double or single rivetted; rivets (<u>7/16</u> in.) diameter, averaging (<u>3 1/2</u> ins.) from centre to centre of rivets.					Deck, Lower <u>Plank</u>	<u>3</u>		
„ Butts from Keel to turn of bilge, worked carvel with a lining piece (<u>1/8</u> in.) thick, double or single rivetted; rivets (<u>7/16</u> in.) diameter, averaging (<u>3 1/2</u> ins.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? <u>no</u>					Deck, Upper, how fastened to Beams <u>Plank</u>			
„ Edges from bilge to sheerstrake, worked carvel with a lining piece (<u>1/8</u> in.) thick, or clencher, double or single rivetted; rivets (<u>5/16</u> in.) diameter, averaging (<u>3</u> in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? <u>no</u>					Bulkheads, No. <u>Two</u> Thickness of <u>6 1/16</u> plate			
„ Edge of Sheerstrake, double or single rivetted? <u>All Double</u>					„ how secured to the sides of the ship <u>Double frames & broad lines</u>			
„ Butts from bilge to planksheers, worked carvel with a lining piece (<u>1/8</u> in.) thick, double or single rivetted; rivets (<u>3/4</u> in.) diameter averaging (<u>3</u> ins.) from centre to centre of rivets. Breadth of laps in double rivetting (<u>4 1/2</u>) Breadth of laps in single rivetting (<u>—</u>)					„ size of vertical angle iron and their distance apart <u>3 x 3 x 7/16 spaced 30 in.</u>			
Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted? <u>All Double</u>					The Frames or Ribs extend in one length from <u>Keel</u> to <u>Gumwale</u> rivetted through plates with (<u>7/16</u> in.) rivets, about (<u>6 1/2</u> in.) apart.			
Planksheer, how secured to the plating of the sides { Explain by sketch { <u>Gutter, under Poop & Forecastle</u>					The reverse angle irons on the floors extend in one length across the middle line from <u>top of bilge</u> to <u>bottom of bilge</u>			
Waterway „ „ planksheer and to the Beams { if necessary. { <u>Deck</u>					Keelson, how are the various lengths of plates or angle irons connected? <u>Butts of angle iron & plates double rivetted</u>			
Deck Beams, how secured to the side? <u>Beam ends turned & pieces welded</u>					Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets (<u>1/8</u> ins. diameter averaging (<u>4 1/2</u> in.) from centre to centre of rivet.			
Hold or Lower Deck „ <u>Same as Deck</u>					„ Edges from Garboards to upper part of bilge, worked carvel with a lining piece (<u>1/8</u> in.) thick, or clencher, double or single rivetted; rivets (<u>7/16</u> in.) diameter, averaging (<u>3 1/2</u> ins.) from centre to centre of rivets.			
Paddle „					„ Butts from Keel to turn of bilge, worked carvel with a lining piece (<u>1/8</u> in.) thick, double or single rivetted; rivets (<u>7/16</u> in.) diameter, averaging (<u>3 1/2</u> ins.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? <u>no</u>			
No. of breasthooks <u>Five</u> crutches <u>Three</u> how are pointers compensated? <u>—</u>					„ Edges from bilge to sheerstrake, worked carvel with a lining piece (<u>1/8</u> in.) thick, or clencher, double or single rivetted; rivets (<u>5/16</u> in.) diameter, averaging (<u>3</u> in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? <u>no</u>			
What description of iron is used for the angle iron and plate iron in the vessel? <u>By Cassell Iron Works</u>					„ Edge of Sheerstrake, double or single rivetted? <u>All Double</u>			
„ <u>Stockton</u>					„ Butts from bilge to planksheers, worked carvel with a lining piece (<u>1/8</u> in.) thick, double or single rivetted; rivets (<u>3/4</u> in.) diameter averaging (<u>3</u> ins.) from centre to centre of rivets. Breadth of laps in double rivetting (<u>4 1/2</u>) Breadth of laps in single rivetting (<u>—</u>)			
„ <u>Stockton</u>					Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted? <u>All Double</u>			

Builder's Signature

Lloyd's Register
 Foundation

IRON 437-0192

3521 Jan.

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 one length*

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 in butts*

Her Masts, Yards, &c., are in *Good* condition, and sufficient in size and length.
She has **SAILS.**

No.		CABLES, &c.	Fathoms.		Inches.	ANCHORS, and their weights.	No.	Weight.
2	Fore Sails,	Chain	300		1 5/8	Bower, <i>B.3. Rogers</i>	3	<i>cut</i> 36.0.0
2	Fore Top Sails,	Hamper Stream Cable	90		1 5/16	" <i>Notman</i>	-	35.0.0
2	Fore Topmast Stay Sails,	Hawser <i>Monilla</i>	90		8	Stream,	1	29.1.29
2	Main Sails,	Towlines	75		10			10.3.14
2	Main Top Sails,	Warp	90		5 1/2	Kedge,	2	5.3.0
	and <i>others as usual</i>	All of <i>Good</i> quality.						2.2.10

Her Standing and Running Rigging *Wire Hemp & Manila* sufficient in size and *Good* in quality.

She has *One* Long Boat and *Minnae* Gig & Life do.

The present state of the Windlass is *Leak* Capstan *Good* and Rudder *Good* Pumps *Metal 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. of Order 175
First Survey 6th July 1863
Last Survey 4th April 1863

Lower masts & Bow sprite, 7/16 plate at wedging tapered away to 6/16 at ends, four angle irons inside 3 1/2 x 3 x 0/16, Mizzen Mast of Y. Pine. Poop & Forecastle frames to the top height, plating 6/16 rivetted single at edges double at butts with 3/4 rivets spaced 3 in. Beams to forecastle 7/2 x 0/16 double angle irons on top 3 x 3 x 6/16, Poop beams double angle irons 6 x 3 x 9/16 & 3 x 3 x 6/16. Plating of decks 3 in. Y. Pine. Waterways of Teak & E. B.

It was a stringer fitted to reverse bars of frame 3 ft. below hold beams double angle irons 5 x 4 x 0/16 with a bulb plate between 9 x 10/16.

M. Searcy

In what manner are the surfaces preserved from oxidation? *Plat of inside coated with Portland Cement & all other parts with Paint*

I am of opinion this Vessel should be classed *12 A1*

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

Special £ 44 : 16 :

Certificate (if required) £ : :

Committee's Minute *8th April 1864*

Character assigned *1 for 12*

J. H. Gladstone

The sailing ship of Iron appears eligible for Classification as recommended above



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