

3521

IRON SHIPS.

No. 2355 Survey held at Stockton Date 4th April 1864 Rec 7/4/64
 on the "Haveler" Master Rose
 Tonnage Gross 296⁹⁹/₁₀₀ Engine Room — Register 896⁹⁹/₁₀₀ Built at Stockton
 When Built 1864 Launched February By whom built M. Pearce & Co
 Owners Wilson & Chamberlain Port belonging to Liverpool Destined Voyage New Zealand
 If Surveyed Afloat or in Dry Dock Specially Surveyed while building

Length aloft 104 0 Extreme Breadth.... 31 7 0 Depth from top of Upper Deck } Feet. Inches. } 21 3 } Power of Engines.... }
 Beam to top of Floor..... } 10 }

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

Builder's Signature M. Pearce & Co
 Lloyd's Register
 No. of breasthooks Five crutches Three how are pointers compensated? —
 What description of iron is used for the angle iron and plate iron in the vessel? By Bessemer Iron works
 + By Bessemer Iron works
 " Stockton Do
 " Stockton Do
 " Stockton Do

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Workmanship. Are the lands or laps of the clenwork 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.		CABLES, &c.		ANCHORS, and their weights.	
N ^o .			Fathoms. Inches.	N ^o .	Weight.
2	Fore Sails,	Chain	300 1 1/2	Bower, <u>M. J. Rodgers</u>	3 <u>cut</u>
2	Fore Top Sails,	Hampden Stream Cable	90 1 1/2	" <u>Notman</u>	36.0.0
2	Fore Topmast Stay Sails,	Hawser <u>Momala</u>	90 8	Stream,	29.1.29
2	Main Sails,	Towlines	17 1/2 10	Kedge,	10.3.14
2	Main Top Sails,	Warp	90 5 1/2		5.3.0
and <u>others as usual</u>		All of <u>Good</u> 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 Manila Gigs & Life do.

The present state of the Windlass is Teak 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.

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

DATES of Surveys held while building as per Section 17. } 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 fore-castle 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 & C.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. B. Sease

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 £ 14 : 16 :

Certificate (if required) £ : :

J. P. Gladstone

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

Committee's Minute 8th April 1864

Character assigned A 1 for 12th class

