

# IRON SHIPS.

Rec 20/6/64

3614

No. 3473 Survey held at Hull Date 17<sup>th</sup> June 1864  
 in the PLANE Bertram Rigby Master Withycombe  
 Tonnage Gross 1293 Engine Room — Register 1293 Built at Hull  
 When Built 1864 Launched 7<sup>th</sup> April By whom built Chas & Wm Earle  
 Owners C. Bates Port belonging to Liverpool Destined Voyage —  
 Surveyed Afloat or in Dry Dock Special survey during building  
Compared with 1000 Tonn Rule for 1864

Length	Feet. Inches.		Extreme Breadth	Feet. Inches.		Depth from top of Upper Deck Beam to top of Floor	Feet. Inches.		Power of Engines	Horse.
	Feet.	Inches.		Feet.	Inches.		Feet.	Inches.		
Length	20	9	34	2	23	9				
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	31		21							
Floors, Size of Angle Iron, and No. <u>one</u> at bottom of Floor Plate	5	3	9/16	5	3	9/16				
depth and thickness of Floor Plate at mid line	24	x	7/8	24	x	10/16				
depth and thickness of Floor Plate at Bilge Keelson	5		7/8	5						
Size of Reversed Angle Iron, and No. <u>one</u> at top of Floor Plate	3 1/2	3	9/16	3 1/2	3	9/16				
Frames, Size of Angle Iron, single <del>or double</del>	5	3	9/16	5	3	9/16				
Reversed Iron, <u>to every frame</u>	3 1/2	3	9/16	3 1/2	3	9/16				
Beams, Deck (No. <u>58</u> ) double Angle Iron, Plate, or Bulb Iron	8 1/2	x	9/16	8 1/2	x	9/16				
double <del>or single</del> Angle Iron, on <u>top</u> edge	3	3	9/16	3 1/4	3	9/16				
average space between	42	ins		42	ins					
if wood (No. ) sided & moulded										
Hold, or Lower Deck (No. <u>56</u> ) double Angle Iron, Plate, or Bulb Iron	8 1/2	x	9/16	8 1/2	x	9/16				
double <del>or single</del> Angle Iron on <u>top</u> edge	3	3	9/16	3 1/4	3	9/16				
average space between	42	ins		42	ins					
if wood (No. ) sided & moulded										
Paddle, wood, sided and moulded, or if Iron, size of Plate										
Engine <u>with plates on top</u>	10	x	7/8							
Keelson, <u>single plates box non-intercostal</u>	17	x	9/16	16	x	10/16				
Size of Plates <u>side intercostal</u>	27	x	10/16							
Size of Angle Irons	5	4 1/2	9/16	5	4 1/2	9/16				
Ditto Bilge (No. <u>one</u> )										
Transoms, material <u>—</u> or, if none, in what manner compensated for										
Knight-heads, and Hawse Timbers <u>Iron</u>										
The Frames or Ribs extend in one length from <u>keel</u> to <u>gunwale</u>										
The reverse angle irons on the floors extend in one length across the middle line from <u>bilge</u> to <u>bilge</u>										
Keelson, how are the various lengths of plates or angle irons connected? <u>Plates shifted &amp; strapped rivetted</u>										
Plates, Garboard, double <del>or single</del> rivetted to keel & at upper edge, with rivets (1 1/4 ins.) diameter averaging (1 1/2 ins.) 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 (7/8 in.) diameter, averaging (3 1/2 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 (7/8 in.) diameter, averaging (3 1/2 ins.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below?										
Edges from bilge to sheerstrake, worked carvel with a lining piece (1/2 in.) thick, or clencher, double or single rivetted; rivets (7/8 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?										
Edge of Sheerstrake, double or single rivetted? <u>Yes, Butts of Sheerstrake for about 150 feet triple rivetted</u>										
Butts from bilge to planksheers, worked carvel with a lining piece (1/2 in.) thick, double or single rivetted; rivets (7/8 in.) diameter averaging (3 1/2 ins.) from centre to centre of rivets. Breadth of laps in double rivetting (4 1/2 in.) Breadth of laps in single rivetting (—)										
Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted? <u>gunwale straps plate gunwales triple rivetted</u>										
Planksheer, how secured to the plating of the sides										
Waterway, planksheer and to the Beams										
Deck Beams, how secured to the side? <u>with welded knees rivetted to frames</u>										
Hold or Lower Deck										
Paddle										
No. of breasthooks <u>five</u> crutches <u>—</u> how are pointers compensated? <u>By termination of stringers</u>										
What description of iron is used for the angle iron and plate iron in the vessel? <u>Consell</u>										

Builder's Signature  
Chas & Wm Earle

IRON 437A - 0072

3644 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? 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.** and thus as required

N <sup>o</sup> .	SAILS.	CABLES, &c.		ANCHORS, and their weights.			
		Fathoms.	Inches.	N <sup>o</sup> .	Weight.		
✓	Fore Sails,	Chain <u>tested to 59/10 tons</u>	300	1 13/16	Bower, <u>Ironmans</u>	3	35-1 34-2 34-1
✓	Fore Top Sails,	Hempen Stream Cable	90	1	Stream, <u>do</u>	1	10-2
✓	Fore Topmast Stay Sails,	Hawser <u>Hemp</u>	90	1 1/8	Kedge, <u>Noddy's</u>	2	6-3 3-1
✓	Main Sails,	Towlines <u>Manilla</u>	120	1 1/2			
✓	Main Top Sails,	Warp <u>Manilla</u>	90	6 1/2			
	and <u>thus as required</u>	All of <u>good</u> quality.					

Her Standing and Running Rigging Wire & Hemp sufficient in size and good in quality.  
 She has One Long Boat and three others  
 The present state of the Windlass is good Capstan good and Rudder good Pumps Iron

**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 No 65  
 2nd. On the plating during the progress of rivetting  
 3rd. When the beams were in and fastened, and before the decks were laid First Survey 5<sup>th</sup> Nov<sup>r</sup> 1863  
 4th. When the ship was complete, and before the plating was finally coated  
 5th. After the ship was launched Last Survey 17<sup>th</sup> June 1864

Masts of Iron 1 1/2 plates in Middle <sup>at least</sup> 9/16 of two plates single rivetted at edges and double rivetted at Butts. four angle irons in the Fore & Main Mast 3 angle irons in the Mizzen Mast Lower & Lower topsail yards of steel Upper topsail yards (Fore & Main) of Iron -  
 Lower yards 7/16 4/16 & 3/16 <sup>steel</sup> Topsail yards 4/16 & 3/16 Upper topsail yard 5/16 & 4/16 iron with 3 angle iron in back of the Lower & Lower topsail yards and two angle irons in the upper topsail yards.  
 Constructed with two plates single rivetted at seams and double rivetted at the Butts.

Ironmans Anchors	35" 11	24	tested to 33 Tons	
	34" 2"	7	" " " "	
	34" 1"	11	" " " "	Noddy's anchor
	10" 2"	10	" " " "	6" 3.9 tested to 8 Tons

Tonnage Under Deck 1206 30  
 Deck House 87 51  
 1293 81

In what manner are the surfaces preserved from oxidation? The flat of bottom inside with Portland Cement, the remainder of the plating with Paint

I am of opinion this Vessel should be classified favourably considered for A 1  
 The amount of the Fee .....£ 5: - : - is received by me,  
 Special .....£ 64: 13: :  
 Certificate (if required) .....£ : : :

*Mrs Davidson*

*Committee's Minute* 21<sup>st</sup> June 1864  
 23<sup>rd</sup> June 1864  
 Character assigned A 1

I concur in the above recommendations  
 26 June 1864 *J.M.H.*

