

IRON SHIPS.

No. 3473 Survey held at Hull Date 17th June 18 64
 in the PLANE Bertram Rigby Master Withycombe
 Tonnage Gross 1293 Engine Room — Register 1293 Built at Hull
 When Built 1864 Launched 7th 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 Tons Rule for 1864

Length	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth from top of Upper Deck	Feet.	Inches.	Power of Engines	Horse.
PP	209		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	7/16	5	3	7/16				
depth and thickness of Floor Plate at mid line	24	x	7/16	24	x	10/16				
depth and thickness of Floor Plate at Bilge Keelson	5		7/16	5						
Size of Reversed Angle Iron, and No. <u>one</u> at top of Floor Plate	3 1/2	3	7/16	3 1/2	3	7/16				
Frames, Size of Angle Iron, single <u>double</u>	5	3	7/16	5	3	7/16				
Reversed Iron, <u>to every frame</u>	3 1/2	3	7/16	3 1/2	3	7/16				
Beams, Deck (No. <u>58</u>) double <u>Angle Iron</u>	8 1/2	x	7/16	8 1/2	x	7/16				
double <u>single</u> Angle Iron, on <u>top</u> edge	3	3	7/16	3 1/4	3	7/16				
average space between	42	in		42	in					
if wood (No.) sided & moulded										
Hold, or Lower Deck (No. <u>56</u>) double <u>Angle Iron</u> , <u>Plate</u> , or <u>Bulb Iron</u>	8 1/2	x	7/16	8 1/4	x	7/16				
double <u>single</u> Angle Iron, on <u>top</u> edge	3	3	7/16	3 1/4	3	7/16				
average space between	42	in		42	in					
if wood (No.) sided & moulded										
Paddle, wood, sided and moulded, or if Iron, size of Plate										
Engine <u>double</u> <u>with plates</u> on <u>top</u>	10	x	7/16							
Keelson, <u>single</u> plates <u>box</u> , or <u>intercostal</u>	17	x	7/16	16	x	10/16				
Size of Plates <u>side</u> , <u>intercostal</u>	27	x	10/16							
Size of Angle Irons	5	4 1/2	7/16	5	4 1/2	7/16				
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>										
on the frames " " " from <u>bilge</u> to <u>upper edge of hold</u>										
Keelson, how are the various lengths of plates or angle irons connected? <u>Plates shifted & trapped & rivetted</u>										
Plates, Garboard, double <u>single</u> rivetted to keel & at upper edge, with rivets (<u>1 1/4</u> ins.) diameter averaging (<u>18</u> in.) from centre to centre of rivet.										
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>7/8</u> in.) diameter, averaging (<u>3 1/2</u> ins.) from centre to centre of rivets.										
Butts from Keel to turn of bilge, worked carvel with a lining piece (<u>1 1/8</u>) thick, double or single rivetted; rivets (<u>7/8</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?										
Edges from bilge to sheerstrake, worked carvel with a lining piece (<u>—</u>) thick, or clencher, double or single rivetted; rivets (<u>7/8</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?										
Edge of Sheerstrake, double or single rivetted? <u>Yes</u> , Butts of Sheerstrake for about 150 feet triple rivetted Butts of Sheerstrake & Gunwale										
Butts from bilge to planksheers, worked carvel with a lining piece (<u>1 1/8</u>) thick, double or single rivetted; rivets (<u>7/8</u> in.) diameter averaging (<u>3 1/2</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>)										
Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted? <u>Gunwale Straps plate & smooths 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>Consent</u>										

Builder's Signature

Chas & Wm Earle

IRON 437A - 0072

364 4 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.

CABLES, &c.

ANCHORS, and their weights.

N ^o .			Fathoms.	Inches.		N ^o .	Weight.
✓ Fore Sails,	Chain <u>tested to 59/10 tons</u>	300	1 1/2		Bower, <u>Protmans</u>	3	35-1
✓ Fore Top Sails,	Hempen Stream Cable	90	1				34-2
✓ Fore Topmast Stay Sails,	Hawser <u>Hemp</u>	90	1 1/2		Stream, <u>do</u>	1	10-2
Main Sails,	Towlines <u>Manilla</u>	120	1 1/2				
Main Top Sails,	Warp <u>Manilla</u>	90	6 1/2		Kedge, <u>Hodges</u>	2	6-3
and <u>thus as required</u>	All of <u>good</u> quality.						3-1

Her Standing and Running Rigging Prime 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 5th Nov^r 1863
4th. When the ship was complete, and before the plating was finally coated Last Survey 17th June 1864
5th. After the ship was launched

Masts of Iron 7/6 plates in Middle 9/6 ^{at ends} 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 7/6 4/6 & 3/6 Topsail yards 4/6 & 3/6 ^{steel} Upper Topsail yard 7/6 & 4/6 iron with 3 angle irons 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.

Protmans Anchors ^{wt of lbs} 35-1 24 tested to 33 Tons
34-2 7 " " "
34-1 11 " " "
10-2 10 " " 13 1/4
Hodges anchor ^{wt of lbs} 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 closed favorably considered for A 1

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

John W. G. Special£ 64: 13:

Certificate (if required)£ : :

Committee's Minute 21st June 1864

Character assigned A 1

Mr Davidson

I concur in the above recommendation
20 June 1864 J. W. G.