

IRON SHIPS.

No 10711/64

Survey held at Newcastle on the Steamer "Edith Owen" 19 Feb 1864 to 20 March 1864
 Master Geo. W. Pearce
 Tonnage under tonnage deck 496.52 Built at Newcastle When built 1864 Launched 7 Sep 1864
 Ditto of poop or spar deck - By whom built Marshall Brothers Owners Edith Owen
 Ditto of engine room 11.00
 Total Register tonnage 349.54 Port belonging to Newcastle Destined Voyage Portsmouth
 Surveyed while Building, Afloat, or in Dry Dock and while building

Length aloft	Extreme Breadth	Depth from top of Upper Deck Beam to top of Floor	Power of Engines	No. of Decks
185	26 3	15 9	80	Two
Dimensions of Ship per Register, length 186 breadth 26.3 depth 15.30				
Keel, if bar iron, depth and thickness	Inches in Ship. Inches required per Rule.		Plates in Garboard Strakes, breadth and thickness	Inches in Ship. 16ths. Inches required per Rule. 16ths required per Rule.
29 x 1 1/4	24 x 1 1/4		16	16
Stem, if bar iron, breadth and thickness	4 1/4 x 2 1/4		8	8
Stern-post, if bar iron, moulding and thickness	8 1/2 x 4		4	4
Distance of Frames from moulding edge to moulding edge, all fore and aft	21		29	15
Frames, Size of Angle Iron; single or double.	Inches. Inches. 16ths. Inches. Inches. 16ths. required required in ship. in ship. per Rule. per Rule.		Gunwale Plate or Stringer on ends of Upper Deck Beams, breadth and thickness	
4 1/2	3 1/2		24	3
Floors, depth and thickness of Floor Plate at mid line	14		10	4
Beams, Deck (No. 44) double Angle Iron	6 1/2		10	4
Keelson, single or double plate, box or intercostal	2 1/2		10	4
Side, single or double, plate, box, or intercostal	4		3	4
Bilge (No. 2) at each Bilge, single, or double, plate, or box	4		3	4
Transoms, material, or, if none, in what manner compensated for.	Plate			
Knight-heads, and Hawse Timbers	Cate			
The Frames extend in one length from	Keel to Gunwale			
The reverse angle irons on the floors extend in one length across the middle line from	to keel			
Keelson, how are the various lengths of plates or angle irons connected?	By butt straps			
Plates, Garboard, double or rivetted to keel, double or	at upper edge, with rivets (1/2 in.) diameter, averaging (4 1/2 in.) apart.			
Edges from Garboards to upper part of bilge, worked clencher, double or single rivetted; with rivets (3/4 in.) diameter, averaging (3 in.) apart.	Do the butt straps lap over and rivet through the lands of the strake below? No			
Edges from bilge to sheerstrake, worked carvel with a lining piece () thick, or clencher, double or single rivetted; with rivets (3/4 in.) diameter, averaging (3 in.) apart.	Do the butt straps lap over and rivet through the lands of the strake below? No			
Edges of Sheerstrake, double or single rivetted? At upper edge single At lower edge double				
Butts from bilge to planksheers, worked carvel with butt straps (10/16 to 1/8) thick, double or single rivetted; with rivets (3/4 in.) diameter, averaging (3 in.) apart. Breadth of laps in double rivetting (4 1/2) Breadth of laps in single rivetting (6 1/2)				
Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted?				
Planksheer, how secured to the plating of the sides	Explain by sketch			
Waterway Gullies planksheer and to the Beams	if necessary. See tracing of midship section			
Deck Beams, how secured to the side?	Welded Ruses rivetted to frames			
Hold or Lower Deck ditto	do			
Paddle	No. of breasthooks 3 crutches 4			
What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.?	Manufacturer's name or trade mark Stamped H.C.P.C. "Bedlington" "Stocklin" & "Pulman" - Sarsa			

We certify that the above is a correct description of the several particulars therein given.

Builder's Signature Marshall Brothers Surveyor's Signature W. L. L. R.

Workmanship. Are the lands or laps of the clenwork in all cases in breadth at least five and a half times the diameter of the rivets in double rivetted edges and butts, and at least three and a quarter 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? Single lengths

Do the holes for rivetting plate to frames, butt straps, or plate to plate, &c., conform well to each other? generally so 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? a few

Her Masts, Bowsprit, Yards, &c., are in good condition, and sufficient in size and length. (If they are of Iron or Steel give the Scantlings of Plating, Angle Irons, &c., and further explain by a Sketch showing how the lower Masts and Bowsprit are constructed, showing the number of Plates and Angle Irons, mode of rivetting, quality of Materials, and if stamped with Maker's name.)

No.	She has SAILS.	CABLES, &c.			ANCHORS, and their weights.		
		Chain	Fathoms.	Inches.	Tested to Tons.	No.	Weight.
<u>Me</u>	Fore Sails,	<u>Stamped Lloyd's</u>	<u>210</u>	<u>1 3/4</u>	<u>2 1/2</u>	<u>15.0.0</u>	<u>14.1.5</u>
	Fore Top Sails,	<u>St. B. Link</u>	<u>90</u>	<u>5</u>		<u>14 1/2</u>	<u>13.17.0</u>
	Fore Topmast Stay Sails,		<u>90</u>	<u>5</u>		<u>13</u>	<u>12.13.0</u>
<u>Complete</u>	Main Sails,		<u>90</u>	<u>8</u>			
<u>Small</u>	Main Top Sails,		<u>90</u>	<u>4</u>			
and		All of <u>good</u> quality.					

Her Standing and Running Rigging: Complete sufficient in size and good in quality.

She has the life boat Long-Boat and 22 ft x 6 ft x 2 ft 4 in Gigs 22 ft x 6 ft x 2 ft 4 in Sails 14 ft 2 in Quantities 10 ft 6 in put in board 2 ft 4 in

The present state of the Windlass is good Capstan good and Rudder Complete Pumps 3 main & 2 main & 2 main & 2

Order for Special Survey DATES of

No. 445 Surveys held

Date 19th Jul 1863 while building

Order for Ordinary Survey as per

No. — Section 18.

Date —

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 will be

3rd. When the beams were in and fastened, and before the decks were laid Special

4th. When the ship was complete, and before the plating was finally coated

5th. After the ship was launched

State if she has a Spar Deck Raised Poop Small Forecastle

General Remarks,

In submitting the Report on this vessel, perhaps it is well that I should call the Committee's attention to the thickness of Ceiling wrought in holes done and twist cracks, & also apparently with a view of keeping the Stowage below the 500 Tons, the Special Order having been given for the 400 Tons. Most of the lengths were equal in sizes to the requirements for the 500 Tons, but $1/16$ deficient in the thickness of the plating.

Under the circumstances of the Custom house measurement being given in at 496 Tons to which the scantlings are equal, and in this respect above, I beg to recommend her to the Committee favorable notice for A grade as anticipated by

In what manner are the surfaces preserved from oxidation? Inside Red lead & Cement in bottoms

Ditto ditto Outside —

I am of opinion this Vessel should be Classed —

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

Special£ 24 14 -

Certificate (if required) — £ - - -

Committee's Minute 11th November 1864

Character assigned A

W. Luke

The ceiling of this vessel exceeds double the thickness required by the Rules by which this tonnage is brought below the 500 ton scale as they is a tricky evasion of the Rules. I am of opinion she is only eligible for the A class.

10 Nov 1864

Com. Com. 27 November 1864
 Order to B

Paul Comer 15/11/64
 Classing confirmed