

IRON SHIPS.

Survey held at Newcastle on the Steamer "Edith Owen" Master Geo. W. Laine
 Tonnage under tonnage deck 496.52 Built at Newcastle When built 1864 Launched 5-Sep-64
 Ditto of poop or spar deck - By whom built Marshall Brothers Owners Edith Owen
 Ditto of engine room 11.88 Total Register tonnage 349.64 Port belonging to Newcastle Destined Voyage Portsmouth
 Surveyed while Building, Afloat, or in Dry Dock and while building

Length aloft	Feet. Inches.	Extreme Breadth	Feet. Inches.	Depth from top of Upper Deck Beam to top of Floor	Feet. Inches.	Power of Engines	Horse.	No. of Decks
165		26 3		15 9		80		Two
Dimensions of Ship per Register, length <u>165</u> breadth <u>26 3</u> depth <u>15 30</u>								
Keel, if bar iron, depth and thickness	Inches in Ship.		Inches required per Rule.		Plates in Garboard Strakes, breadth and thickness			
" if plate iron, breadth and thickness	29 x 1 1/4		24 x 1 1/4		Ditto from Garboard to upper part of Bilges			
Stem, if bar iron, moulding and thickness	4 1/4 x 2 1/4		6 1/4 x 2 1/4		" from upper part of Bilge to a perpendicular height from upper side of Keel of 3/4ths the entire depth of Hold			
" if plate iron, breadth and thickness	8 1/2 x 4		6 1/4 x 5 1/2		" from 3/4ths depth of Hold to lower edge of Sheerstrake			
Stern-post, if bar iron, moulding and thickness	21		8 1		" Sheerstrake, breadth and thickness			
" if plate iron, breadth and thickness	21		8 1		Butt Straps to outside plating, breadth and thickness			
Distance of Frames from moulding edge to moulding edge, all fore and aft	21		8 1		Gunwale Plate or Stringer on ends of Upper Deck Beams, breadth and thickness			
Frames, Size of Angle Iron, single or double	3 1/2 x 3		3 1/2 x 3		Angle Iron on ditto			
" Reversed Iron, 1 to every frame	3 1/2 x 3		3 1/2 x 3		Stringer or Tie Plates fore and aft, on Upper Deck Beams, outside Hatchways			
Floors, depth and thickness of Floor Plate at mid line	14		14		Diagonal Tie Plates on ditto			
" Ditto ditto at Bilge Keelson	14		14		Planksheer, materials and scantlings			
" Size of Reversed Angle Iron, and No. at top of Floor Plate	3 1/2 x 3		3 1/2 x 3		Waterway ditto ditto			
Beams, Deck (No. 44) double Angle Iron	3 1/2 x 3		3 1/2 x 3		Flat of Upper Deck, thickness and material			
" Plate, Tee or Bulb Iron	3 1/2 x 3		3 1/2 x 3		" how fastened to Beams			
" double or single Angle Iron, on edge	3 1/2 x 3		3 1/2 x 3		Ceiling betwixt Decks and in Hold, thickness and material			
" average space between	3 1/2		3 1/2		Clamps or Spirketting ditto			
" Hold, or Lower Deck (No. 21) double Angle, Tee, Plate, or Bulb Iron	3 1/2 x 3		3 1/2 x 3		Stringer Plates on ends of Hold or Lower Deck Beams, breadth and thickness			
" double or single Angle Iron, on edge	3 1/2 x 3		3 1/2 x 3		Stringer or Tie Plates fore and aft outside Hatchways, on Hold or Lower Deck Beams			
" average space between	3 1/2		3 1/2		Stringers in Hold			
" Paddle, sided and moulded, thickness of Plate size of Angle Iron	3 1/2 x 3		3 1/2 x 3		Flat of Lower Deck, thickness and material			
" Engine " " in the " "	3 1/2 x 3		3 1/2 x 3		Main piece of Rudder, diameter at head			
Keelson, single or double plate, box or intercostal	3 1/2 x 3		3 1/2 x 3		" " " at heel			
" Size of Plates	3 1/2 x 3		3 1/2 x 3		(Can the Rudder be unshipped afloat)			
" Size of Angle Irons	3 1/2 x 3		3 1/2 x 3		Bulkheads, No. 4 Thickness of			
" Side, single or double, plate, box, or intercostal	3 1/2 x 3		3 1/2 x 3		" Height up			
" Bilge (No. 2) at each Bilge, single, or double, plate, or box	3 1/2 x 3		3 1/2 x 3		" how secured to the sides of the ship			
Transoms, material, Plate or, if none, in what manner compensated for.	3 1/2 x 3		3 1/2 x 3		" size of vertical angle iron and their distance apart			
Knight-heads, and Hawse Timbers	3 1/2 x 3		3 1/2 x 3		The Frames extend in one length from			
The Frames extend in one length from	3 1/2 x 3		3 1/2 x 3		to			
The reverse angle irons on the floors extend in one length across the middle line from	3 1/2 x 3		3 1/2 x 3		to			
" " " on the frames " " " from	3 1/2 x 3		3 1/2 x 3		to			
Keelson, how are the various lengths of plates or angle irons connected?	3 1/2 x 3		3 1/2 x 3		by			
Plates, Garboard, double rivetted to keel, double at upper edge, with rivets (1/2 in.) diameter, averaging (4 3/4 in.) apart.	3 1/2 x 3		3 1/2 x 3		Edges from Garboards to upper part of bilge, worked clencher, double or single rivetted; with rivets (3/4 in.) diameter, averaging (3 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.	3 1/2 x 3		3 1/2 x 3		Butts from Keel to turn of bilge, worked carvel with butt straps (1/2 in. thick), double or single rivetted; with rivets (3/4 in.) diameter, averaging (3 in.) apart.			
" Butts from Keel to turn of bilge, worked carvel with butt straps (1/2 in. thick), double or single rivetted; with rivets (3/4 in.) diameter, averaging (3 in.) apart.	3 1/2 x 3		3 1/2 x 3		Do the butt straps lap over and rivet through the lands of the strake below?			
" 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.	3 1/2 x 3		3 1/2 x 3		Do the butt straps lap over and rivet through the lands of the strake below?			
" Edges of Sheerstrake, double or single rivetted? At upper edge single At lower edge double	3 1/2 x 3		3 1/2 x 3		Butts from bilge to planksheers, worked carvel with butt straps (1/2 in. thick), double or single rivetted; with rivets (3/4 in.) diameter, averaging (3 in.) apart.			
" Butts from bilge to planksheers, worked carvel with butt straps (1/2 in. thick), double or single rivetted; with rivets (3/4 in.) diameter, averaging (3 in.) apart.	3 1/2 x 3		3 1/2 x 3		Breadth of laps in double rivetting (4 1/2) Breadth of laps in single rivetting (6 5/8)			
Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted?	3 1/2 x 3		3 1/2 x 3		Planksheer, how secured to the plating of the sides			
Planksheer, how secured to the plating of the sides	3 1/2 x 3		3 1/2 x 3		Waterway Planksheer and to the Beams			
Waterway Planksheer and to the Beams	3 1/2 x 3		3 1/2 x 3		Deck Beams, how secured to the side?			
Deck Beams, how secured to the side?	3 1/2 x 3		3 1/2 x 3		Hold or Lower Deck ditto			
Hold or Lower Deck ditto	3 1/2 x 3		3 1/2 x 3		Paddle " "			
Paddle " "	3 1/2 x 3		3 1/2 x 3		No. of breasthooks 3 crutches 4			
What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.?	3 1/2 x 3		3 1/2 x 3		Manufacturer's name or trade mark			
Manufacturer's name or trade mark	3 1/2 x 3		3 1/2 x 3		We certify that the above is a correct description of the several particulars therein given.			
We certify that the above is a correct description of the several particulars therein given.	3 1/2 x 3		3 1/2 x 3		Builder's Signature Marshall Brothers			
Builder's Signature Marshall Brothers	3 1/2 x 3		3 1/2 x 3		Surveyor's Signature			

38 45 4m
Workmanship. Are the lands or laps of the clenchwork in all cases in breadth at least five and a half times the diameter of the rivets in d
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? Yes
Do the holes for rivetting plate to frames, butt straps, 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? 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.

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.		
No.			Fathoms.	Inches.	Tested to.	No.
<u>Me</u>	Fore Sails,	Chain <u>Stamped Lloyd's</u>	<u>210</u>	<u>1 3/4</u>	<u>2 1/2</u>	<u>13.0.0</u>
	Fore Top Sails,	Hempen Stream Cable	<u>90</u>	<u>6</u>		<u>14 1/2</u>
<u>Complete</u>	Fore Topmast Stay Sails,	Hawser	<u>90</u>	<u>5</u>		<u>13</u>
<u>Small</u>	Main Sails,	Towlines	<u>90</u>	<u>8</u>		<u>12.13.0</u>
and	Main Top Sails,	Warp	<u>90</u>	<u>4</u>		<u>10.0.0</u>
		All <u>new</u> quality.				<u>2.0.4</u>
						<u>1.1.8</u>

Her Standing and Running Rigging: Complete sufficient in size and new in quality
She has the life boat Long Boat and 22 ft x 6 ft x 2 ft 4 in Gig 22 ft x 6 ft x 2 ft 4 in Sloop 16 ft x 4 ft x 2 ft 4 in
The present state of the Windlass is good Capstan good and Rudder Complete Pumps 3 hand operated pumps
Main & D. M. engine pumps

Order for Special Survey DATES of
No. 445 Surveys held
Date 19th Dec 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
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

State if she has a Spar Deck Raised Poop a 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, &c. apparently with a view
of keeping the Sturgeon below the 500 Tons, the
"Special Notice" having been given for the 400 Tons.
Most of the lengths are equal in size 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
favourable 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) valid £ - - -

Committee's Minute 15th November 1864

Character assigned

A B C D E F G H I J K L M N O P Q R S T U V W X Y Z

Paul Comer 15/11/64
Classing confirmed

The ceiling of this vessel exceeds double
the thickness required by the Rules in which
this tonnage is brought below the 500 Tons
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