

IRON SHIPS.

No. 9513 Survey held at North Shields Date July 9th 1864 to Jan 5th 1865
 on the Screw Steamer "Hastings" Master Geo. H. Sutcliffe
 Tonnage under Register 535.23 Built at N Shields When built 1864 Launched 16th Nov 1864
 Ditto of poop - or spar deck - By whom built J & W Smith Owners R. W. Harris & Co
 Ditto of engine room 160.66 Port belonging to London Destined Voyage London
 Total Register tonnage 695.99
 If Surveyed while Building, Afloat, or in Dry Dock Special 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.	N ^o . of Decks	
Length aloft	200	-	Extreme Breadth	28	-	Depth from top of Upper Deck Beam to top of Floor	16	6	Power of Engines	90	N ^o . of Decks	1
Dimensions of Ship per Register, length <u>199</u> breadth <u>28.25</u> depth <u>16.0</u>												
Keel, if bar iron, depth and thickness	Inches in Ship.		Inches required per Rule.									
" if plate iron, breadth and thickness	7 x 2 3/4		7 x 2 3/4									
Stem, if bar iron, moulding and thickness	8 3/4 x 4 3/4		7 x 5 1/2									
" if plate iron, breadth and thickness	8 1/2 x 4 1/2		7 x 5 1/2									
Stern-post, if bar iron, moulding and thickness	7 x 2 7/8		7 x 2 3/4									
" if plate iron, breadth and thickness	23		23									
Distance of Frames from moulding edge to moulding edge, all fore and aft	23		23									
Frames, Size of Angle Iron, single & double	Inches in Ship.		Inches required per Rule.		16ths required per Rule.							
" Reversed Iron, to every frame	4 3/8		4 3/8		7/16							
" every frame	3 3/8		3 3/8		2 3/4 6/16							
Floors, depth and thickness of Floor Plate at mid line	26		8 1/6		18 3/4 8 1/6							
" Ditto ditto at Bilge Keelson	nil		nil		nil							
" Size of Reversed Angle Iron, and No. at top of Floor Plate	3 2 1/2		7/16		3 2 3/4 6/16							
Beams, Deck (N ^o . 25) double Angle Iron, Plate, Tee or Bulb Iron	7		7/16		7 7/16							
" double or single Angle Iron, on upper edge	2 1/2 2 1/2		5/16		2 1/2 2 1/2 5/16							
" average space between	3 ft 10 ins		3 ft 10 ins		3 ft 10 ins							
" Hold, or Lower Deck (N ^o . 21) double Angle, Tee, Plate or Bulb Iron	7		7/16		7 7/16							
" double or single Angle Iron, on upper edge	2 1/2 2 1/2		5/16		2 1/2 2 1/2 5/16							
" average space between	2 1/2 x 4 frame		2 1/2 x 4 frame		2 1/2 x 4 frame							
" Paddle, sided and moulded, thickness of Plate size of Angle Iron	-		-		-							
" Engine	-		-		-							
Keelson, single or double plate, bar or intercostal	36		8 1/6		23 3/4 8 1/6							
" Size of Plates	4 1/2		3 1/2		7/16 4 1/2 3 1/2 7/16							
" Size of Angle Irons	4 1/2		3 1/2		7/16 4 1/2 3 1/2 7/16							
" Side, single or double, plate, bar or intercostal	4 1/2		3 1/2		7/16 4 1/2 3 1/2 7/16							
" Bilge (N ^o . 1) at each Bilge, single or double, plate, bar or intercostal	4 1/2		3 1/2		7/16 4 1/2 3 1/2 7/16							
Bulb plates between 2 1/2	7		7/16		7 7/16							
Transoms, material Iron or, if none, in what manner compensated for.	-											
Knight-heads, and Hawse Timbers	Iron											
The Frames extend in one length from Keel to Gunwale rivetted through plates with (3/4 in.) rivets, about (6) apart.												
The reverse angle irons on the floors extend in one length across the middle line from Flon Eng to Flon Eng												
" " " on the frames	from below the Keelson to above Hold stringer & Deck Beams alternately											
Keelson, how are the various lengths of plates or angle irons connected?	by butt straps											
Plates, Garboard, double or single rivetted to keel, double or single rivetted at upper edge; with rivets (1 3/4 ins.) diameter, averaging (4 1/2 ins.) apart.	-											
" Edges from Garboards to upper part of bilge, worked clenchler, double or single rivetted; with rivets (3/4 in.) diameter, averaging (3 1/2 ins.) apart.	-											
" Butts from Keel to turn of bilge, worked carvel with butt straps (5/8 x 9/16) thick, double or single rivetted; with rivets (3/4 in.) diameter, averaging (3 1/2 ins.) apart.	-											
" Edges from bilge to sheerstrake, worked carvel with a lining piece () thick, or clenchler, double or single rivetted; with rivets (3/4 in.) diameter, averaging (3 ins.) apart.	-											
" 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 (5/16 to 1/16) thick, double or single rivetted; with rivets (3/4 in.) diameter, averaging (3 ins.) apart. Breadth of laps in double rivetting (4 1/2) Breadth of laps in single rivetting (2 1/2)	-											
Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted?	double rivetted											
Planksheer, how secured to the plating of the sides	Explain by sketch											
Waterway " planksheer and to the Beams	if necessary. by nut and screw bolts											
Deck Beams, how secured to the side?	By Bulb Iron Keels welded to Beams & rivetted to frames											
Hold or Lower Deck ditto	ditto -											
Paddle " "	-											
No. of breasthooks	4 crutches 4											
What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.?	None											
Manufacturer's name or trade mark	Consett & Consett											
We certify that the above is a correct description of the several particulars therein given.												
Builder's Signature	J. W. Smith											
Surveyor's Signature	W. B. Davy											

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 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? solid with single

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 only

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.	No.	Weight.	
Six sails	Fore Sails,	Chain	270	Type Public Test Tons. 34	Bowers,	3
	Fore Top Sails,	Hempen Stream Cable	60			16.3.0
	Fore Topmast Stay Sails,	Hawser	90			18.0.2.14
	Main Sails,	Towlines	90			16.3.0
	Main Top Sails,	Warp	62			14.0.0
and	All of <u>Good</u> quality.			Stream,	1	
						7.0.4
						3.2.15
						1.3.14

Her Standing and Running Rigging is wire & hemp sufficient in size and Good in quality.

She has a Long Boat and a skiff & a Jolly boat

The present state of the Windlass is Good Capstan 2 briches and Rudder Good Pumps 3 No. & Donkey Engine pumps

Order for Special Survey DATES of 1st. On the several parts of the frame, when in place, and before the plating was wrought } Special

No. 439 Surveys held 2nd. On the plating during the progress of rivetting

Date 10th May 1864 while building 3rd. When the beams were in and fastened, and before the decks were laid

Order for Ordinary Survey as per 4th. When the ship was complete, and before the plating was finally coated } Survey

No. — Section 18. 5th. After the ship was launched

Date —

State if she has a Spar Deck — Peep Raised Quarter or Forecastle Sk

General Remarks,

This Vessel is built with a double bottom and double frames. as per section accompanying this Report. a little alteration has been made from the arrangements first proposed for fore and aft stringer under Top of Tank which I have noted on the left side of section in Blue.

Memo.

Mid Sea Returned to N.W.C. Surveys on 20/1/64
See Note annexed

In what manner are the surfaces preserved from oxidation? Inside Red lead and Portland cement from keel to keel

Ditto ditto Outside Red lead

I am of opinion this Vessel should be Classed A1

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

Special £ 34 : 16 : :

Certificate (if required) £ : : : :

Committee's Minute 17th January 1865

Character assigned B



© 2019

Lloyd's Register Foundation