3997

IRON SHIPS.

Rec 27/2/65

No. 242 Survey held at West Hartlepool Date First Survey 4th Oct 1864 to 23rd Feb 1865

on the B.S. "Pelham" Master R. Gibbon

Tonnage under tonnage deck 320 34/100 Built at West Hartlepool When built 1865 Launched 20th Jany 1865

Ditto of poop ____ or spar deck ____ By whom built Irvine Currie & Co Owners James Stewart

Ditto of engine room ____ Total Register tonnage 320 34/100 Port belonging to London Destined Voyage India

If Surveyed while Building, Afloat, or in Dry Dock While building

Length aloft	Feet. 151	Inches.	Extreme Breadth	Feet. 23	Inches.	Depth from top of Upper Deck Beam to top of Floor	Feet. 14	Inches.	Power of Engines	Horse. —	N°. of Decks One

(*Dimensions of Ship per Register*, length 151 0/10 breadth 22 0/10 depth 13 75/100)

	Inches in Ship.	Inches required per Rule.
Keel, if bar iron, depth and thickness	7 3/8 + 2	6 1/2 + 2 1/4
,, if plate iron, breadth and thickness		
Stem, if bar iron, moulding and thickness	7 3/8 + 2	6 1/2 + 2 1/4
,, if plate iron, breadth and thickness		
Stern-post, if bar iron, moulding and thickness	7 3/8 + 2	6 1/2 + 2 1/4
,, ,, if plate iron, breadth and thickness		
Distance of Frames from moulding edge to moulding edge, all fore and aft	21	21

	Inches. In Ship.	Inches. In Ship.	16ths. In Ship.	Inches. required per Rule.	Inches. required per Rule.	16ths required per Rule.
Double across Keel 4 ft.						
Frames, Size of Angle Iron, single ~~or double~~	3	3	6/16	3 1/4	2 3/4	6/16
,, ,, Reversed Iron, ~~if~~ to every frame or every other frame	2 1/2	2 1/2	5/16	2 1/2	2 1/2	5/16
Floors, depth and thickness of Floor Plate at mid line	15 1/2	+	7/16	15	+	7/16
,, Ditto ditto at Bilge Keelson	0	+	7/16	0	+	7/16
,, Size of Reversed Angle Iron, and No. one at top of Floor Plate	2 1/2	2 1/2	5/16	2 1/2	2 1/2	5/16
Beams, Deck (N°. 43) ~~double Angle Iron, Plate, Tee, or~~ Bulb Iron	6	+	6/16	5 3/4	+	5/16
,, ,, double ~~or single~~ Angle Iron, on tot edge	2 1/2	2 1/2	5/16	2 1/2	2	4/16
,, ,, average space between	3 ft 6 in.			3 ft 6 in		
,, Hold, or Lower Deck (N°. 21) ~~double Angle, Tee, Plate, or~~ Bulb Iron	6	+	6/16	5 3/4	+	5/16
,, ,, double ~~or single~~ Angle Iron on tot edge	2 1/2	2 1/2	5/16	2 1/2	2 1/2	5/16
,, ,, average space between	7 ft.			7 ft		
~~,, Paddle, sided and~~ moulded, ____ thickness of Plate ____ size of Angle Iron						
,, ~~Engine~~ ,, ,, ,, ,,						
Keelson, single ~~or double~~ plate, ~~box, or intercostal~~						
,, Size of Plates	10 1/2	+	9/16	10	+	9/16
,, Size of Angle Irons four	3 1/2	3	6/16	3 1/2	3	6/16
,, ~~Side, single or d'ble, plate, box, or intercostal~~						
,, Bilge (No. one) at each Bilge, ~~single, or double, plate, or box~~	3 1/2	3	6/16	3 1/2	3	6/16

	Inches. In Ship.	16ths. In Ship.	Inches. required per Rule.	16ths required per Rule.
Plates in Garboard Strakes, breadth and thickness	40	9/16	24	9/16
Ditto from Garboard to upper part of Bilges		0/16		0/16
,, from upper part of Bilge to a perpendicular height from upper side of Keel of 3/5ths the entire depth of Hold		7/16		7/16
,, from 3/5ths depth of Hold to lower edge of Sheerstrake		6/16		6/16
,, Sheerstrake, breadth and thickness	27	9/16	24	0/16
Butt Straps to outside plating, breadth and thickness	9 + 9/16	0/16 7/16 9/16	0 1/4	9/16 0/16 7/16 6/16
Gunwale Plate or Stringer on ends of Upper Deck Beams, breadth and thickness	22	7/16	21 1/2	7/16
Angle Iron on ditto	5 1/2 + 3	+ 6/16	5 1/2	3 + 6/16
Stringer or Tie Plates fore and aft, on Upper Deck Beams, outside Hatchways	10	7/16	9	7/16
Diagonal Tie Plates on ditto 4 bts	10	7/16	9	7/16
~~Planksheer, materials and~~ scantlings				
Waterway ditto ditto Gutter				
Flat of Upper Deck, thickness and material	3	9/16	3	
,, ,, how fastened to Beams	8/16	Vinit	bolts from the top	
Ceiling betwixt Decks and in Hold, thickness and material	2	Fir	—	
~~Clamps or Spirketting~~ ditto				
Stringer Plates on ends of Hold or Lower Deck Beams, breadth and thickness	10	7/16	16 1/2	7/16
Stringer or Tie Plates fore and aft outside Hatchways, on Hold or Lower Deck Beams	10	7/16	9	7/16
~~Stringers in Hold~~				
~~Flat of Lower Deck~~, thickness and material				
Main piece of Rudder, diameter at head	3 7/8		3 3/4	
,, ,, ,, at heel	2 3/8		2 1/4	
(*Can the Rudder be unshipped afloat* Yes)				
Bulkheads, N°. 3 Thickness of	5/16		5/16	
,, Height up Top Sight				
,, how secured to the sides of the ship to Double frames & knees				
,, size of vertical angle irons 2 1/2 x 2 1/2 x 5/16 and their distance apart 30 inches				

Transoms, material Plate or, if none, in what manner compensated for. (Double Angle Iron)

~~Knight-heads~~, and Hawse ~~Timbers~~ Blocks of Oak

The Frames extend in one length from Keel to gunwale rivetted through plates with (3/4 in.) rivets, about (6 in.) apart.

The reverse angle irons on the floors extend in one length across the middle line from top of bilge to do.

,, ,, ,, on the frames ,, ,, ,, from bilge to gunwale on alternate frames.

Keelson, how are the various lengths of plates or angle irons connected? butt shifted strapped & rivetted.

Plates, Garboard, double ~~or~~ rivetted to keel, ~~double or at upper edge~~, with rivets (1 ins.) diameter, averaging (4 in.) apart.

,, Edges from Garboards to upper part of bilge, worked clencher, double ~~or single~~ rivetted; with rivets (3/4 in.) diameter, averaging (2 1/2 ins.) apart.

,, Butts from Keel to turn of bilge, worked carvel with butt straps (9 x 9/16) thick, double ~~or single~~ rivetted; with rivets (3/4 in.) diameter, averaging (2 1/4 ins.) 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 (2 1/4 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 to bulwark At lower edge Double

,, Butts from bilge to planksheers, worked carvel with butt straps (9 x 7/16 & 6/16) thick, double ~~or single~~ rivetted; with rivets (3/4 in.) diameter, averaging (2 1/4 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

~~Planksheer, how secured~~ to the plating of the sides } *Explain by sketch if necessary.* } Gutter waterways.

Waterway ,, ,, planksheer and to the Beams

Deck Beams, how secured to the side? Bracket knee plates fitted to beam and rivetted to frames

Hold or Lower Deck ditto Same as above

~~Paddle~~ ,, ,, ____ No. of breasthooks Three crutches Two

What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.? Good

Manufacturer's name or trade mark By L.W. & Bell Walker, Bedlington & Stockton Iron Works

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

Builder's Signature Irvine Currie & Co *Surveyor's Signature* S. P. Gladstone

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IRON438-0152

3947. Iron

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? They are

Do the edges of the carvel work and of the butts fay close together throughout their length without requiring any making good of deficiencies? They do.

Do the fillings between the ribs and plates fill in solid with single pieces? or are they in short lengths of various thicknesses? Solid in one length

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? All through

Are there any rivets which either break into or have been put through the seams or butts of the plating? A few in butts.

Tested as above

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.*

Red & Yellow Pine

Tested as above in Public, in presence of Superintendent

She has SAILS.		CABLES, &c.	Fathoms.	Inches.	Tested to Tons.	ANCHORS, and their weights.	No.	Weight.	Tested to Tons.
2	Fore Sails,	Chain	210	1 3/16	25.10.0	Bowers, (By Rodgers)	3	12.1.0	14.1.3
1	Fore Top Sails,	Hempen Stream Cable	90	11/16		Ex Stock		12.0.0	13.17.0
2	Fore Topmast Stay Sails,	Hawser Hemp	90	6				10.3.2	12.13.0
1	Main Sails,	Towlines	90	8		Stream,	1	5.2.10	
2	Main Top Sails,	Warp	100	5					
and	Others as usual	All of Good quality.				Kedges,	2	2.2.15	
								1.1.4	

Her Standing and Running Rigging Wire, Hemp & Manila sufficient in size and Good in quality.

She has One good boat ~~Long Boat~~ and Cutter

The present state of the Windlass is Gdt. (Good) Capstan One Good and Rudder Good Pumps Four of Iron

Order for Special Survey No. 214 Date 6th Sept. 1864

Order for Ordinary Survey No. ____ Date ____

DATES of Surveys held while building as per Section 18.

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 ____

Special Survey Seen twice each week during building

~~State if she has a Spar Deck~~ ____ ~~Poop~~ ____ ~~or Forecastle~~ ____

General Remarks, Has a flush deck fore & aft with gutter waterway, as additional longitudinal strengthening. Sheerstrakes increased to 9/16ths. in thickness for three fourths the length.

Irvine Currie & Co.

In what manner are the surfaces preserved from oxidation? Inside Flat cemented out with Portland cement, other parts with paint

Ditto ditto Outside With three coats of paint

I am of opinion this Vessel should be Classed A 1

The amount of the Fee .....£ 4 : 0 : 0 is received by me, S. W. Gladstone

Feb 1865 Special .....£ 16 : 0 : 0

Certificate (if required) .....£ : :

Committee's Minute 28th February 18 65

Character assigned A 1 (A & C.P)

This Vessel is in the opinion of the Committee fit for the Class recommended 27 Feb. 1865 J. W. R.

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