

IRON SHIPS.

No. 9887 Survey held at K. Shields Date 4th July 1866 to 9th March 1866
 on the "S.S. E. Foster" Master John Reddie
 Tonnage under tonnage deck 194 40 Built at K. Shields When built 1866 Launched 1st Jan 1866
 Ditto of poop or spar deck
 Ditto of engine room 158 22 By whom built J. & W. Smith Owners J. & A. Scott & Co
 Total Register tonnage 535 58
 Gross Tonnage 194 40 Port belonging to Newcastle Destined Voyage France
 Is Surveyed while Building, Afloat, or in Dry Dock

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
200 3/4			28 4/10			15 3/10			90		2
(Dimensions of Ship per Register, length <u>198 3/10</u> breadth <u>28 4/10</u> depth <u>15 5/10</u>)											
Keel, if bar iron, depth and thickness	Inches in Ship.		Inches required per Rule.		Inches in Ship.		Inches required per Rule.		Plates in Garboard Strakes, breadth and thickness		
4 x 2 3/4	4 x 2 3/4		4 x 2 3/4		4 x 2 3/4		4 x 2 3/4		30 10 30 10		
Stem, if bar iron, moulding and thickness	4 x 2 3/4		4 x 2 3/4		4 x 2 3/4		4 x 2 3/4		Ditto from Garboard to upper part of Bilges		
4 x 2 3/4	4 x 2 3/4		4 x 2 3/4		4 x 2 3/4		4 x 2 3/4		from upper part of Bilge to a perpendicular height from upper side of Keel of 3/4ths the entire depth of Hold		
8 5/8 x 4 3/4	8 5/8 x 4 3/4		8 5/8 x 4 3/4		8 5/8 x 4 3/4		8 5/8 x 4 3/4		from 3/4ths depth of Hold to lower edge of Sheerstrake		
8 5/8 x 4 3/4	8 5/8 x 4 3/4		8 5/8 x 4 3/4		8 5/8 x 4 3/4		8 5/8 x 4 3/4		30 4 30 4		
Distance of Frames from moulding edge to moulding edge, all fore and aft	2 3		2 3		2 3		2 3		Butt Straps to outside plating, breadth and thickness		
4 3 4 3	4 3 4 3		4 3 4 3		4 3 4 3		4 3 4 3		12 4 10 4		
Frames, Size of Angle Iron, single or double	4 3 4 3		4 3 4 3		4 3 4 3		4 3 4 3		Gunwale Plate or Stringer on ends of Upper Deck Beams, breadth and thickness		
4 3 4 3	4 3 4 3		4 3 4 3		4 3 4 3		4 3 4 3		28 10 10 10		
Floors, depth and thickness of Floor Plate at mid line	2 1/2		2 1/2		2 1/2		2 1/2		Angle Iron on ditto		
2 1/2	2 1/2		2 1/2		2 1/2		2 1/2		4 1/2 x 3 1/2 x 1/2		
Ditto ditto at Bilge Keelson	2 1/2		2 1/2		2 1/2		2 1/2		Stringer or Tie Plates fore and aft, on Upper Deck Beams, outside Hatchways		
2 1/2	2 1/2		2 1/2		2 1/2		2 1/2		3 10 8 10 8 10 8		
Size of Reversed Angle Iron, and No. at top of Floor Plate	3 2 3 2		3 2 3 2		3 2 3 2		3 2 3 2		Diagonal Tie Plates on ditto		
3 2 3 2	3 2 3 2		3 2 3 2		3 2 3 2		3 2 3 2		Planksheer, materials and scantlings		
Beams, Deck (N ^o . 39) double Angle Iron, Plate, Tee, or Bulb Iron	4 3 4 3		4 3 4 3		4 3 4 3		4 3 4 3		Waterway ditto ditto		
4 3 4 3	4 3 4 3		4 3 4 3		4 3 4 3		4 3 4 3		Flat of Upper Deck, thickness and material		
4 3 4 3	4 3 4 3		4 3 4 3		4 3 4 3		4 3 4 3		how fastened to Beams		
4 3 4 3	4 3 4 3		4 3 4 3		4 3 4 3		4 3 4 3		Ceiling betwixt Decks and in Hold, thickness and material		
4 3 4 3	4 3 4 3		4 3 4 3		4 3 4 3		4 3 4 3		Clamps or Spirketting ditto		
4 3 4 3	4 3 4 3		4 3 4 3		4 3 4 3		4 3 4 3		Stringer Plates on ends of Hold or Lower Deck Beams, breadth and thickness		
4 3 4 3	4 3 4 3		4 3 4 3		4 3 4 3		4 3 4 3		Stringer or Tie Plates fore and aft outside Hatchways, on Hold or Lower Deck Beams		
4 3 4 3	4 3 4 3		4 3 4 3		4 3 4 3		4 3 4 3		Stringers in Hold		
4 3 4 3	4 3 4 3		4 3 4 3		4 3 4 3		4 3 4 3		Flat of Lower Deck, thickness and material		
4 3 4 3	4 3 4 3		4 3 4 3		4 3 4 3		4 3 4 3		Main piece of Rudder, diameter at head		
4 3 4 3	4 3 4 3		4 3 4 3		4 3 4 3		4 3 4 3		at heel		
4 3 4 3	4 3 4 3		4 3 4 3		4 3 4 3		4 3 4 3		(Can the Rudder be unshipped afloat)		
4 3 4 3	4 3 4 3		4 3 4 3		4 3 4 3		4 3 4 3		Bulkheads, N ^o . 3 Thickness of		
4 3 4 3	4 3 4 3		4 3 4 3		4 3 4 3		4 3 4 3		Height up		
4 3 4 3	4 3 4 3		4 3 4 3		4 3 4 3		4 3 4 3		how secured to the sides of the ship		
4 3 4 3	4 3 4 3		4 3 4 3		4 3 4 3		4 3 4 3		size of vertical angle iron		
4 3 4 3	4 3 4 3		4 3 4 3		4 3 4 3		4 3 4 3		The Frames extend in one length from		
4 3 4 3	4 3 4 3		4 3 4 3		4 3 4 3		4 3 4 3		The reverse angle irons on the floors extend in one length across the middle line from		
4 3 4 3	4 3 4 3		4 3 4 3		4 3 4 3		4 3 4 3		Keelson, how are the various lengths of plates or angle irons connected?		
4 3 4 3	4 3 4 3		4 3 4 3		4 3 4 3		4 3 4 3		Plates, Garboard, double or rivetted to keel, double or at upper edge, with rivets		
4 3 4 3	4 3 4 3		4 3 4 3		4 3 4 3		4 3 4 3		Edges from Garboards to upper part of bilge, worked clencher, double or single rivetted; with rivets		
4 3 4 3	4 3 4 3		4 3 4 3		4 3 4 3		4 3 4 3		Butts from Keel to turn of bilge, worked carvel with butt straps		
4 3 4 3	4 3 4 3		4 3 4 3		4 3 4 3		4 3 4 3		Edges from bilge to sheerstrake, worked carvel with a lining piece		
4 3 4 3	4 3 4 3		4 3 4 3		4 3 4 3		4 3 4 3		Edges of Sheerstrake, double or single rivetted? At upper edge		
4 3 4 3	4 3 4 3		4 3 4 3		4 3 4 3		4 3 4 3		Butts from bilge to planksheers, worked carvel with butt straps		
4 3 4 3	4 3 4 3		4 3 4 3		4 3 4 3		4 3 4 3		Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted?		
4 3 4 3	4 3 4 3		4 3 4 3		4 3 4 3		4 3 4 3		Planksheer, how secured to the plating of the sides		
4 3 4 3	4 3 4 3		4 3 4 3		4 3 4 3		4 3 4 3		Waterway, planksheer and to the Beams		
4 3 4 3	4 3 4 3		4 3 4 3		4 3 4 3		4 3 4 3		Deck Beams, how secured to the side?		
4 3 4 3	4 3 4 3		4 3 4 3		4 3 4 3		4 3 4 3		Hold or Lower Deck ditto		
4 3 4 3	4 3 4 3		4 3 4 3		4 3 4 3		4 3 4 3		Paddle		
4 3 4 3	4 3 4 3		4 3 4 3		4 3 4 3		4 3 4 3		What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.?		
4 3 4 3	4 3 4 3		4 3 4 3		4 3 4 3		4 3 4 3		Manufacturer's name or trade mark		
4 3 4 3	4 3 4 3		4 3 4 3		4 3 4 3		4 3 4 3		We certify that the above is a correct description of the several particulars therein given.		
4 3 4 3	4 3 4 3		4 3 4 3		4 3 4 3		4 3 4 3		Builder's Signature		
4 3 4 3	4 3 4 3		4 3 4 3		4 3 4 3		4 3 4 3		Surveyor's Signature		

IRON 439 - 0256

220N 4 630

anship. Are the lands or laps of the clenchwork in all cases in breadth five and a half times the diameter of the rivets in double
etted 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? in the 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? Yes
Are there any rivets which either break into or have been put through the seams or butts of the plating? None

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., tested at Lloyd's Type					ANCHORS, tested at Lloyd's Type				
N ^o .		No. on Chain seen by me.	No. and date on Certificate	Fathoms.	Inches.	Tested to. Tons.	N ^o .	No. on Anchor seen by me.	No. and date on Certificate.	Weight. Ex. stock.	Tested to. Tons.
The Complete	Fore Sails,	111	5	1115	2 1/2	13 1/2	Bowers	P	2059	2059. 10.1.86	4.0.0 18.5.0.0
	Fore Top Sails,	27	3	493	B. 19.12.85	3 1/2		P	2058	2058. 10.1.86	7.0.0 12.5.0.0
Small	Fore Topmast				50	13 1/4		P	2040	2040. 10.1.86	14.0.0 15.12.2.0
	Stay Sails,				40	5 1/2	Stream	P			4.0.25
	Main Sails,				40	4 1/2					
and 2 Stay Sails	Main Top Sails,				180	4	Kedges	P			3.2.14
	All of new quality.										1.3.24

Her Standing and Running Rigging Complete sufficient in size and new in quality.

She has One life boat - 27 Long Boat and One Quarter boat 24 ft & One 9 ft 1/2

The present state of the Windlass is good Capstan new and Rudder Complete Pumps 3 new new new

Order for Special Survey	DATES of	1st.	On the several parts of the frame, when in place, and before the plating was wrought
No. <u>521</u>	Surveys held	2nd.	On the plating during the progress of rivetting
Date <u>4 July 1866</u>	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
No. <u>—</u>	Section 18.	5th.	After the ship was launched
Date <u>—</u>			

State if she has a Spar Deck — Poop — or Forecastle Small the 2nd deck

General Remarks,

This vessel is similar to the S. S. S. "S. S. Southern" No 9712
and arrangements as shown on midship section appended
to the Report on that vessel. The double bottom extends
from fore peak bulkhead to the one before engine &
boiler space 120 ft 9 ins. Top of 5 1/2" plate. Fore & after
peaks enclosed on top at a fair load line by plate
5 1/2" and made water tight at the sides

In what manner are the surfaces preserved from oxidation? Inside Red lead and Portland Cement in oil
Ditto ditto Outside do

I am of opinion this Vessel should be Classed A 1
The amount of the Fee£ 5 : 0 : 0, is received by me,
Mch WMC Special£ 34 : 14 : 0
Certificate (if required)£ : : : :

Committee's Minute 20th March 1866
27th " " 1866

Character assigned B

P. S. Luke
This has been examined and appears eligible for Class as recommended above
Date 1966
Foundation