

6153

a the Ship "Trowbridge" Master J.B. Thurtell

To of Spar Deck, } or Arming Deck. } 143 2	Half moulded breadth . . . Depth from upper part of)	Half Moulded Breadth . . . Total Depth if three or more Decks }	When built 1868 Launched March
--	--	---	--------------------------------

Forecastle _____ 3rd Number _____ Owners Geo Stanton

<p> <i>per Rule</i> } <i>Master Tonnage</i> } <u>1291. 66</u> </p>	<p> <i>Destined Voyage</i> <u>Aden</u> </p>
---	---

1st, 2nd, 3rd, 4th, 5th, 6th, 7th, 8th, 9th, 10th, 11th, 12th, 13th, 14th, 15th, 16th, 17th, 18th, 19th, 20th, 21st, 22nd, 23rd, 24th, 25th, 26th, 27th, 28th, 29th, 30th, 31st, 32nd, 33rd, 34th, 35th, 36th, 37th, 38th, 39th, 40th, 41st, 42nd, 43rd, 44th, 45th, 46th, 47th, 48th, 49th, 50th, 51st, 52nd, 53rd, 54th, 55th, 56th, 57th, 58th, 59th, 60th, 61st, 62nd, 63rd, 64th, 65th, 66th, 67th, 68th, 69th, 70th, 71st, 72nd, 73rd, 74th, 75th, 76th, 77th, 78th, 79th, 80th, 81st, 82nd, 83rd, 84th, 85th, 86th, 87th, 88th, 89th, 90th, 91st, 92nd, 93rd, 94th, 95th, 96th, 97th, 98th, 99th, 100th, 101st, 102nd, 103rd, 104th, 105th, 106th, 107th, 108th, 109th, 110th, 111th, 112th, 113th, 114th, 115th, 116th, 117th, 118th, 119th, 120th, 121st, 122nd, 123rd, 124th, 125th, 126th, 127th, 128th, 129th, 130th, 131st, 132nd, 133rd, 134th, 135th, 136th, 137th, 138th, 139th, 140th, 141st, 142nd, 143rd, 144th, 145th, 146th, 147th, 148th, 149th, 150th, 151st, 152nd, 153rd, 154th, 155th, 156th, 157th, 158th, 159th, 160th, 161st, 162nd, 163rd, 164th, 165th, 166th, 167th, 168th, 169th, 170th, 171st, 172nd, 173rd, 174th, 175th, 176th, 177th, 178th, 179th, 180th, 181st, 182nd, 183rd, 184th, 185th, 186th, 187th, 188th, 189th, 190th, 191st, 192nd, 193rd, 194th, 195th, 196th, 197th, 198th, 199th, 200th, 201st, 202nd, 203rd, 204th, 205th, 206th, 207th, 208th, 209th, 210th, 211st, 212nd, 213th, 214th, 215th, 216th, 217th, 218th, 219th, 220th, 221st, 222nd, 223rd, 224th, 225th, 226th, 227th, 228th, 229th, 230th, 231st, 232nd, 233rd, 234th, 235th, 236th, 237th, 238th, 239th, 240th, 241st, 242nd, 243rd, 244th, 245th, 246th, 247th, 248th, 249th, 250th, 251st, 252nd, 253rd, 254th, 255th, 256th, 257th, 258th, 259th, 260th, 261st, 262nd, 263rd, 264th, 265th, 266th, 267th, 268th, 269th, 270th, 271st, 272nd, 273rd, 274th, 275th, 276th, 277th, 278th, 279th, 280th, 281st, 282nd, 283rd, 284th, 285th, 286th, 287th, 288th, 289th, 290th, 291st, 292nd, 293rd, 294th, 295th, 296th, 297th, 298th, 299th, 300th, 301st, 302nd, 303rd, 304th, 305th, 306th, 307th, 308th, 309th, 310th, 311st, 312nd, 313th, 314th, 315th, 316th, 317th, 318th, 319th, 320th, 321st, 322nd, 323rd, 324th, 325th, 326th, 327th, 328th, 329th, 330th, 331st, 332nd, 333rd, 334th, 335th, 336th, 337th, 338th, 339th, 340th, 341st, 342nd, 343rd, 344th, 345th, 346th, 347th, 348th, 349th, 350th, 351st, 352nd, 353rd, 354th, 355th, 356th, 357th, 358th, 359th, 360th, 361st, 362nd, 363rd, 364th, 365th, 366th, 367th, 368th, 369th, 370th, 371st, 372nd, 373rd, 374th, 375th, 376th, 377th, 378th, 379th, 380th, 381st, 382nd, 383rd, 384th, 385th, 386th, 387th, 388th, 389th, 390th, 391st, 392nd, 393rd, 394th, 395th, 396th, 397th, 398th, 399th, 400th, 401st, 402nd, 403rd, 404th, 405th, 406th, 407th, 408th, 409th, 410th, 411st, 412nd, 413th, 414th, 415th, 416th, 417th, 418th, 419th, 420th, 421st, 422nd, 423rd, 424th, 425th, 426th, 427th, 428th, 429th, 430th, 431st, 432nd, 433rd, 434th, 435th, 436th, 437th, 438th, 439th, 440th, 441st, 442nd, 443rd, 444th, 445th, 446th, 447th, 448th, 449th, 450th, 451st, 452nd, 453rd, 454th, 455th, 456th, 457th, 458th, 459th, 460th, 461st, 462nd, 463rd, 464th, 465th, 466th, 467th, 468th, 469th, 470th, 471st, 472nd, 473rd, 474th, 475th, 476th, 477th, 478th, 479th, 480th, 481st, 482nd, 483rd, 484th, 485th, 486th, 487th, 488th, 489th, 490th, 491st, 492nd, 493rd, 494th, 495th, 496th, 497th, 498th, 499th, 500th, 501st, 502nd, 503rd, 504th, 505th, 506th, 507th, 508th, 509th, 510th, 511st, 512nd, 513th, 514th, 515th, 516th, 517th, 518th, 519th, 520th, 521st, 522nd, 523rd, 524th, 525th, 526th, 527th, 528th, 529th, 530th, 531st, 532nd, 533rd, 534th, 535th, 536th, 537th, 538th, 539th, 540th, 541st, 542nd, 543rd, 544th, 545th, 546th, 547th, 548th, 549th, 550th, 551st, 552nd, 553rd, 554th, 555th, 556th, 557th, 558th, 559th, 560th, 561st, 562nd, 563rd, 564th, 565th, 566th, 567th, 568th, 569th, 570th, 571st, 572nd, 573rd, 574th, 575th, 576th, 577th, 578th, 579th, 580th, 581st, 582nd, 583rd, 584th, 585th, 586th, 587th, 588th, 589th, 590th, 591st, 592nd, 593rd, 594th, 595th, 596th, 597th, 598th, 599th, 600th, 601st, 602nd, 603rd, 604th, 605th, 606th, 607th, 608th, 609th, 610th, 611st, 612nd, 613th, 614th, 615th, 616th, 617th, 618th, 619th, 620th, 621st, 622nd, 623rd, 624th, 625th, 626th, 627th, 628th, 629th, 630th, 631st, 632nd, 633rd, 634th, 635th, 636th, 637th, 638th, 639th, 640th, 641st, 642nd, 643rd, 644th, 645th, 646th, 647th, 648th, 649th, 650th, 651st, 652nd, 653rd, 654th, 655th, 656th, 657th, 658th, 659th, 660th, 661st, 662nd, 663rd, 664th, 665th, 666th, 667th, 668th, 669th, 670th, 671st, 672nd, 673rd, 674th, 675th, 676th, 677th, 678th, 679th, 680th, 681st, 682nd, 683rd, 684th, 685th, 686th, 687th, 688th, 689th, 690th, 691st, 692nd, 693rd, 694th, 695th, 696th, 697th, 698th, 69
--

Dimensions of Ship per Register, length, 224.4 breadth, 36.8 depth, 23.3
 Inches. 16ths. Inches. 16ths.
 In Ship. In Ship. required per Rule. required per Rule.
 Flat Keel Plates, breadth and thickness

Stem, if bar iron, moulding and thickness	10 x 2 1/2	8 1/2 x 3	Do. of doubling at Bilge, or increased thickness, and length applied
Stem-post do do do	10 x 2 1/2	8 1/2 x 3	Do. from upper part of Bilge to a perpendicular

Do. from 3 1/2 ft. depth of hole to lower edge of doubling at Sheerstrake, and length applied ... of Sheerstrake	10	—	10
--	----	---	----

Floors, depth and thickness of Floor Plate at mid line for half the length of midspan	24 1/2	-	10	24 1/2	-	10
---	--------	---	----	--------	---	----

[illegible]

Single or double Angle Iron on ^{TOP} edge	3½	3	7	3½	3	7	Flat of Deck do. do. thickness.....	4 yellow Pine 4in
Average space... <i>between</i>	48	-	-	48	-	-	How fastened to Beams	Screw both x nuts.

Single, or double Angle Iron, on Upper Edge ..	32	3	7	32	3	7	Angle Iron on Edge (N)	
Average space	48	-	-	48	-	-	Tie Plates outside Hatchways on Hot or lower Deck ^{lower}	4x3. 7 double Angle Iron

Single or double Angle Iron on Upper Edge.....	Flat of Deck do. do.
Average space.....	How fastened to Beams
	Stinger Plates on ends of Lower Deck

Do. Plate to Intercoastal Keelson	50	2	11	5	2	Stringer or Tie Plates, outside Hatchways
Do. Size of Angle Irons .. <i>Double</i>	6	4	9	5 1/2 x 4 1/2	9	Flat of Deck <i>thickness material</i>
						3 Red x 4 w phase

Do. Bilge Iron , Ball Iron	7	6	4	9	5 1/2	4 1/2	9	Clamps or Spirketting	—	—	—	—
double Angle Irons	1							Main piece of Rudder, diameter at head	6	—	6	

Transoms, material Iron or, if none, in what manner compensated for.

Frames extend in one length from Keel to Gunwale Riveted through plates with ($\frac{7}{8}$ in.) Rivets, about 6 in apart.

Keelsons Are the various lengths of Plates and Angle Irons properly connected? Butt Straps And are their butts properly shifted? 1 1/2 rivets 3/4" apart.

Do. Butts from Keel to Turn of Bilge, worked carvel with butt straps ($\frac{13}{16}$ in.) thick, ~~double~~, ~~double or single~~ Riveted; with Rivets ($\frac{7}{8}$ in.) diameter averaging () from centre to centre. Do the Butt Straps ~~be~~ ^{alternate} Riveted and Rivet through the lands of the strakes above or below?

Do. Butts from Bilge to Planksheers, worked Carvel with Butt Straps () thick, double or single Riveted; with Rivets ($\frac{1}{8}$ in.) diameter, averaging () in. centre to centre. Breadth of laps in double Riveting ($11-9-14\frac{1}{2}$) $12\ 10\ 11$ Breadth of laps in single Riveting ()

Planksheer, how secured to the plating of the sides, { Explain by Sketch, } Gutter Gunwale.
 " " planksheer and to the Beams, { if necessary. }

Manufacturer's name or trade mark, *Palmers & Northpool Malleable*

Builder's Signature, _____ Surveyor's Signature, ^(Signed) Senhouse Martindale

15

6155 5407

Lands or laps of the clenchwork in all cases in breadth at least five times the thickness of the plates.
Workmanship. Are the ~~butts of plating planned or otherwise fitted?~~ *of the rivets in double riveted edges & butts* = *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? *well fitted*
Do the fillings between the ribs and plates fill in solid with single pieces? or are they in short lengths of various thicknesses? *Solid pieces*
Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? *yes Generally* and are the rivet holes well and sufficiently countersunk in the ^{outer} ~~plate~~ *and punched from the facing surfaces?* *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 riveting, quality of Materials, and if stamped with Maker's name.
State also Length and Diameter of Lower Masts and Bowsprit.

See Sketch attached.

Number for equipment		Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test as per Rule.	ANCHORS, &c.	N ^o .	Weight. Ex. Stock.	Test as per Certificate.	W'ght req'd per Rule.	Test as per Rule.
N ^o .	SAILS.	CABLES, &c.										
2	Fore Sails,	Chain	300	1 13/16		59 1/10	Bowers	3	32. 1. 0-8 32. 0. 0 26. 2. 0			30. 6. 1. 0 30. 2. 2. 0 26. 0. 0. 0
2	Fore Top Sails,	(State Machine where Tested, and name of Superintendent).					(State Machine where Tested, and name of Superintendent).					
2	Fore Topmast Stay Sails	Hempen Stream Cable chain	90	1 1/16			Stream	1	10. 3. 0			
2	Main Sails,	Hawser	90	8			Kedges	2	6. 3. 9 3. 1. 7.			
2	Main Top Sails,	Towlines ...	90	10								
	and Spare sails	Warp	90	7 1/2								
		All of good quality.	90	5 1/2								

Her Standing and Running Rigging *of wire hemp* sufficient in size and *good* in quality. She has *2 life* Long Boats and *3* others.
The present state of the Windlass is *good* Capstan *+ winches* and Rudder *good* Pumps *good*

Engine Room Skylights.—How constructed? How secured in ordinary weather?

What arrangements are there for deadlights in such for bad weather?

Coal Bunker Openings.—How constructed? How are lids secured? How high above deck?

Scuppers, &c.—What arrangements are there beyond the scuppers on deck, for clearing upper deck of water, in case of a sea coming on board?

Cargo Hatchways.—How formed? State size

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams?

Hatches, themselves, whether strong and efficient? **Main Hatchways.**—State size

Order for Special Survey No. *2045* DATES of 1st. On the several parts of the frame, when in place, and before the plating was wrought *Built under*
Date *Jan 17/68* Surveys held 2nd. On the plating during the progress of riveting *Spec Survey from*
Order for Ordinary Survey No. while building 3rd. When the beams were in and fastened, and before the decks were laid *Sept 12/67 to the*
Date as per 4th. When the ship was complete, and before the plating was finally coated or cemented *present date.*
No. in builder's yard. Section 18. 5th. After the ship was launched and equipped
State if she has a Spar dk = no = Poop = Yls or FORECASTLE = another Deck.

General Remarks,
There is a deck house abaft the Foremast 34 ft. long by 15 ft. wide + an another deck on Monkey Forecastle.
The Butts of the Sheerstrake are treble riveted in the midship body of the ship for about 124 feet.
There are diagonal tie plates 13 1/2 x 1 1/4 on the lower beam at all the three masts.
She has double frames from top of bilge on one side to ditto on the other for about half the length of the midship (body's frames double). The broad flange of the Angle Iron for side Intercostal Keelson, bilge do. + double angle Iron Stringer above do. are fitted to the frames + secured with double rivets in single reversed angle iron, the builder stating, this had been allowed in other ships built by him with double frames.
This work was completed when placed under Special Survey by the owner.

Testing certificates of the anchors + chain cables have been produced, issued from the Sunderland public testing house, + signed by Mr. John Thompson, except. that for 15 fms of the cable, which was issued by the Wear Public testing Co. + signed by Mr. John Hartness.

In what manner are the surfaces preserved from oxidation? Inside *Red paint + cement* Outside *Red paint etc*

I am of opinion this Vessel should be Classed *A1.*

The amount of the Entry Fee£ *5* : - : - is received by me, *(Sig) Leithhouse Martindale.*
Travelling Expenses (if any)£ : :
Special£ *64* : *11* : *£65 p.c. see march*
Certificate : : *per return J.F.H.*

Committee's Minute *14th April* 18 *68*

Character assigned *A1*

(Ex J.F.H.)

Exd. R.H.M.