

IRON SHIPS.

No. 9425 Survey held at Sunderland Date September 7th 1868
 on the Barge "Decapolis" Master Almond
 Tonnage under tonnage deck 612.46 Built at Sunderland When built 1868 Launched Aug 22/68
 Ditto of poop/deck or spar deck 28.27
 Ditto of ^{Deck Houses} engine room Fore castle 16.37
12.36 By whom built William Pile & Co. Owners J. B. Walker Esq.
 Total Register tonnage 631.77
 Gross Tonnage 669.46 Port belonging to London Destined Voyage London to
 Deduct for Crew space 37.69
 If Surveyed while Building, Afloat, or in Dry Dock Wharf Building

Feet.		Inches.		Feet.		Inches.		Feet.		Inches.		Horse.		N ^o . of Decks	
Length aloft		180		Extreme Breadth		30 3		Depth from top of Upper Deck Beam to top of Upper		18 3		Power of Engines		—	
(Dimensions of Ship per Register, length 187-5 breadth 30.3 depth 18-0)															
Keel, if bar iron, depth and thickness		8 x 2 1/16		Inches in Ship.		Inches required per Rule. for 600 tons Scale.		Plates in Garboard Strakes, breadth and thickness		30		11		30 11	
,, if plate iron, breadth and thickness		8 x 2 1/16		7 x 2 3/4		Ditto from Garboard to upper part of Bilges..		-		10		-		10	
Stem, if bar iron, moulding and thickness		8 x 2 1/16		7 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		-		9		-		9	
,, if plate iron, breadth and thickness		8 x 2 1/16		7 x 2 3/4		,, from 3/4ths depth of Hold to lower edge of Sheerstrake		-		8		-		8	
Distance of Frames from moulding edge to moulding edge, all fore and aft		23 ins		23 ins		Sheerstrake, breadth and thickness		33		10		30		10	
,,		23 ins		23 ins		,, Double plate 3/4 length of hold amidships		20		8		9		8	
,,		23 ins		23 ins		Butt Straps to outside plating, breadth and thickness		8 3/4		8.9.10		8 1/4		8.9.10 11	
,,		23 ins		23 ins		Gunwale Plate or Stringer on ends of Upper Deck Beams, breadth and thickness		26 1/2		8		25 3/4		8	
,,		23 ins		23 ins		Angle Iron on ditto		4 1/2 x 3 1/2		7		4 1/2 x 3 1/2		7	
,,		23 ins		23 ins		Stringer or Tie Plates fore and aft, on Upper Deck Beams, outside Hatchways		11 1/2		8		10 1/8		8	
,,		23 ins		23 ins		Diagonal Tie Plates on ditto		11 1/2		8		10 1/8		8	
,,		23 ins		23 ins		Planksheer, materials and scantlings		Iron gullies		-		-		-	
,,		23 ins		23 ins		Waterway ditto ditto		Flat of Upper Deck, thickness and material		3 1/2		Yellow pine		3 1/2	
,,		23 ins		23 ins		Ceiling betwixt Decks and in Hold, thickness and material		Bottom plating		-		-		-	
,,		23 ins		23 ins		Clamps or Spirketting ditto		Stringer Plates on ends of Hold or Lower Deck Beams, breadth and thickness		20		8		19 1/2 8	
,,		23 ins		23 ins		Stringer or Tie Plates fore and aft outside Hatchways, on Hold or Lower Deck Beams		4 1/2 x 3 1/2		7 1/16		-		-	
,,		23 ins		23 ins		Stringers in Hold		4 1/2 x 3 1/2		7		4 1/2 x 3 1/2		7	
,,		23 ins		23 ins		Flat of Lower Deck, thickness and material		None		-		-		-	
,,		23 ins		23 ins		Main piece of Rudder, diameter at head		4 3/4		-		-		4 3/4	
,,		23 ins		23 ins		,, ,, ,, at heel		2 3/4		-		-		2 3/4	
,,		23 ins		23 ins		(Can the Rudder be unshipped afloat)		Yes		-		-		-	
,,		23 ins		23 ins		Bulkheads, N ^o . 1 Thickness of		6 1/16		-		-		-	
,,		23 ins		23 ins		,, Height up		When deck		-		-		-	

soms, material Iron or, if none, in what manner compensated.
t-heads, and Hawse Timbers Iron
frames extend in one length from Middle line to Gunnwale rivetted through plates with ($\frac{3}{4}$ in.) rivets, about (6 in) apart.
verse angle irons on the floors extend in one length ^{near} across the middle line from _____ to top of Hold beam Stringer Angle Iron.
" " " on the frames every frame from _____ and to Gunnwale on alternate frames
son, how are the various lengths of plates or angle irons connected? Butt Joints

Plates, Garboard, double ~~or~~ ^{with rivets 1/4 in. dia.} rivetted to keel, double ~~or~~ & at upper edge, with rivets (7/8 in.) diameter, averaging (3 1/2 in.) apart.

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

„ Butts from Keel to turn of bilge, worked carvel with butt straps (10/16) thick, double ~~or single~~ rivetted; with rivets (3/4 in.) diameter, averaging (3 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 (3 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 Double At lower edge Double

„ Butts from bilge to planksheers, worked carvel with butt straps (8 7/16) 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 (None)

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.* }

Deck Beams, how secured to the side? Turned down twisted b frames
Hold or Lower Deck ditto do do do

Paddle	"	"	No. of breasthooks	<i>five</i>	crutches	<i>four</i>
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What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.?

Manufacturer's name or trade mark Angle iron by Hopkins, Gilkes & Co. Slating by Fox, Nease

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

Builder's Signature W. C. ... Surveyor's Signature James H. ...

FOUNDA

IRON 442-0467

6503. 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? 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 pieces
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? Very 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.)
The fore and main masts, and Bowsprit of this vessel are of iron sketch of which is hereto appended.

N ^o .	She has SAILS.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	N ^o .	Weight. Ex. Stock.	Test as per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
2	Fore Sails,	Chain	270	1 1/16	40 1/2	270	7 1/6	Bowers	1	21.3.0	22.3.1.0	21.0.0	21 9/10
2	Fore Top Sails,								1	21.2.14	22.1.1.14	21.0.0	21 9/10
2	Fore Topmast Stay Sails	Hempen Stream Cable	80	6									
2	Main Sails,	Hawser	60	1 1/2				Stream	1	9.1.24			
2	Main Top Sails,	Towlines	80	8 1/2									
	and Spare sails	Warp	80	5				Kedges	1	4.3.7			
		All of <u>good</u> quality.							1	2.2.0			
Her Standing and Running Rigging <u>off the stump</u> sufficient in size and <u>good</u> in quality.													
She has <u>One</u> Long Boat and <u>two others</u>													
The present state of the Windlass is <u>Good</u> Capstan <u>much</u> and Rudder <u>good</u> Pumps <u>Defunct good</u>													

Order for Special Survey No. 2055 Date 12th Feb'y/68 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 Built under Special Survey
2nd. On the plating during the progress of rivetting
3rd. When the beams were in and fastened, and before the decks were laid 16th March 13. 31. April 3. 15. 20. 22. 24. 27. May 1. 5. 7. 8. 11. 15. 18. 20. 27. 29.
4th. When the ship was complete, and before the plating was finally coated 30. June 4. 8. 10. 12. 15. 17. 22. 23. 24. 27. 29. July 1. 3. 6. 8. 10. 13. 14. 16. 20. 22. 25. 27. 30. 31. Aug 4. 7. 8. 11. 13. 15. 18. 20. 22. 26. Sept 7. 8.
5th. After the ship was launched
State if she has a Spar Deck No Poop No or Forecastle Yes

General Remarks,
This vessel being above ten depths in length, the sheer stake has been doubled for 3/4 the vessel's length and ships as required by the Rules.
Testing certificates of the frame cable and anchors, issued from the Standard and Public Testing House, and signed by Mr John Thompson, have been produced.

In what manner are the surfaces preserved from oxidation? Inside Painted cement is flat & painted above
Ditto ditto Outside Three coats of paint

I am of opinion this Vessel should be Classed A 1
The amount of the Fee£ 5 : : : is received by me, J. J. Marshall
John Marshall Special£ 31 : 11 : :
Certificate (if required)£ : : : :

Committee's Minute 15th September 1868
Character assigned A 1
This Sailing Barge built of Iron appears to be in good order. Report recently made to Committee of Vessels over building at Sunderland. I am of opinion she is eligible for Classification as recommended above.
15/9/68