

IRON SHIPS.

Rev 1/10/68

No. 2693 Survey held at Stockton

Date 9 March to 22 September 1868

on the S.S. "SORRENTO"

Master J. J. Eppard

Tonnage under tonnage deck 761.10

Built at Stockton

When built 1868

Ditto of poop on upper deck 220.68

~~2 HOUSES. 7.51. FORECASTLE 36.85~~

Ditto of engine room 1018.63

~~216.79~~

Total Register tonnage 801.84

~~SPACE FOR CREW X 49.39~~

Gross Tonnage 1018.63

~~752.45~~

By whom built Mr. Pearce & Son

Owners R. S. Donkin & Son

Port belonging to North Shields

Destined Voyage Mediterranean

X Surveyed while Building, Afloat, or in Dry Dock While Building to 800 tons scale A Grade —

Length aloft	Feet. Inches.	Ext. Breadth	Feet. Inches.	Depth from top of Upper Deck Beam to top of Floor	Feet. Inches.	Power of Engines	Horse	N°. of Decks	one
<i>Dimensions of Ship per Register, length 218.0 breadth 30.5 depth 17.3</i>									
Keel, if bar iron, depth and thickness.....		Inches in Ship.	Inches required per Rule.						
" if plate iron, breadth and thickness		7/2 x 3	7/2 x 3						
Stem, if bar iron, moulding and thickness		7/2 x 3	7/2 x 3						
" if plate iron, breadth and thickness									
Stern-post, if bar iron, moulding and thickness		10 x 4 1/2	7/2 x 6						
" if plate iron, breadth and thickness									
Distance of Frames from moulding edge to moulding edge, all fore and aft									
across keel 4 feet									
Frames, Size of Angle Iron, single or double		4 1/2 x 3	8 1/16	4 1/2 x 3 * 8 1/16					
" Reversed Iron, if to every frame or every other frame		3 x 3	7/16	3 x 3 * 7/16					
Floors, depth and thickness of Floor Plate at mid line		19 1/2 x 9/16	19 1/2 x 9/16						
" Ditto ditto at Bilge Keelson		9 1/2 x 9/16	9 1/2 x 9/16						
" Size of Reversed Angle Iron, and No. one at top of Floor Plate		3 x 3	7/16	3 x 3 * 7/16					
Beams, Deck (N°. 62) double Angle Iron, Plate, Tee, or Bulb Iron		7 1/2 x 7/16	7 1/2 x 7/16						
" double or single Angle Iron, on top edge		2 3/4 x 3/4	5/16	2 3/4 x 3/4 5/16					
" average space between		3 feet 6 ins.	3 feet 6 ins.						
" Hold, or Lower Deck (N°. 23) double Angle, Tee, Plate, or Bulb Iron		7 1/2 x 7/16	7 1/2 x 7/16						
" double or single Angle Iron on top edge		3 x 3 x 7/16	3 x 3 x 7/16						
" average space between		2nd and 4th	2nd and 4th						
" Paddle, sided and moulded, thickness of Plate size of Angle Iron									
" Engine									
Keelson, single or double plate, box or intercostal		34 x 7/16							
" Size of Plates IN ENGINE ROOM		13 x 12 1/16	13 x 12 1/16						
" Size of Angle Irons		5 x 4 1/2 x 9/16	5 x 4 1/2 x 9/16						
" Side, single or double, plate, box, or intercostal		7 1/2 x 7/16	7 1/2 x 7/16						
" Bilge (No. one BULB IN ENGINE ROOM) at each Bilge, single, or double, plate, or box		5 x 4 1/2 x 9/16	5 x 4 1/2 x 9/16						
Transoms, material Iron or, if none, in what manner compensated for.									
Knight-heads, and Hawse Timbers Blocks of 9.0.									
The Frames extend in one length from Hull to Generals									
The reverse angle irons on the floors extend in one length across the middle line from Top of Bilge to Top of Bilge									
" on the frames									
Keelson, how are the various lengths of plates or angle irons connected? Butts shifted shaped and Riveted.									
Plates, Garboard, double or riveted to keel, with 1/8-4 ins apart.									
" Edges from Garboards to upper part of bilge, worked clencher, double or single riveted; with rivets (3/4 in.) diameter, averaging (2 3/4 ins.) apart.									
" Butts from Keel to turn of bilge, worked carvel with butt straps (9 x 5/16-9/16 thick, double or single riveted; with rivets (3/4 in.) diameter, averaging (2 3/4 ins.) apart.									
" Edges from bilge to sheerstrake, worked carvel with a lining piece () thick, or clencher, double or single riveted; with rivets (3/4 in.) diameter, averaging (2 3/4 ins.) apart.									
" Edges of Sheerstrake, double or single riveted? At upper edge Single to bon Bulwarks At lower edge Double.									
" Butts from bilge to plankshears, worked carvel with butt straps (9 x 5/16-9/16 thick, double or single riveted; with rivets (3/4 in.) diameter, averaging (2 3/4 ins.) apart. Breadth of laps in double rivetting (4 1/2) Breadth of laps in single rivetting ()									
Butt Straps of Keelsons, Stringer and Tie Plates, double or single riveted?									
Planksheer, how secured to the plating of the sides									
Waterway									
Deck Beams, how secured to the side?									
Hold or Lower Deck ditto									
Paddle									
What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.?									
Manufacturer's name or trade mark Hopkins' Stockton' steamer									
We certify that the above is a correct description of the several particulars therein given.									
Builder's Signature M. Searey									
Surveyor's Signature James Purdey									

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good. © 2019

Lloyd's Register Foundation

IRON443-0046

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 riveted 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 single pieces
 Do the holes for rivetting plate to frames, butt straps, or plate to plate, &c., conform well to each other? They do. and are the rivet holes
 well and sufficiently countersunk in the outer plate? Sufficiently countersunk
 Are there any rivets which either break into or have been put through the seams or butts of the plating? A few in Butts

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.)

No.	She has SAILS.	CABLES, &c.	R. I.				ANCHORS, &c.	Nº.	Weight. Ex. Stock.	Test as per Certificate.	Wght req'd per Rule.	Test req'd per Rule.
			Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.						
	Fore Sails,	Chain	135	1 5/16	40 1/2	18 1/16	40 1/2	Bowers	3	22.0.0	22 1/20	21.0.0
	Fore Top Sails,		135	1 5/16	40 1/2	18 1/16	40 1/2			21.1.14	21 1/20	21.0.0
	Fore Topmast Stay Sails	Hemp Stream Cable	90	15/16		15/16		Stream	1	18.2.0	19 3/20	17.3.11
	Main Sails,	Hawser	90	9				Kedges	2	8.3.14	9.0.0	
	Main Top Sails,	Towlines	90	5 1/2						44.2.8	44.2.0	
and	All of <u>good</u> quality.	Warp	90	4						22.2.18	21.1.0	
			60	7								

Her Standing and Running Rigging Wire & Hemp sufficient in size and good in quality.

She has 2 Life Boats Long Boat and one Gig and one Pinnace.

The present state of the Windlass is Harfords Lay Capstan Tones and Rudder spare Lbs Pumps 3 six inches - one iron

Order for Special Survey DATES of Surveys held while building

No. 280	1st. On the several parts of the frame, when in place, and before the plating was wrought	seen
Date 14 March 68	2nd. On the plating during the progress of rivetting	3 times each week
Order for Ordinary Survey	3rd. When the beams were in and fastened, and before the decks were laid	while building
No.	4th. When the ship was complete, and before the plating was finally coated	while building
Date	5th. After the ship was launched	Building

State if she has a Spar Deck none Poop and none Forecastle all frames to top height

General Remarks, Plating 6/16 single riveted at edges and Butts with 3/4 Rivets - 2 3/4 in apart
 Poop Beams (round as gunwale) 1/8 of angle iron 4 1/2 x 3 x 5/16 spaced 3 ft. 6 ins
 - stringer (inside of angle iron) 12 1/2 x 6 1/16 angle on top. 3 x 2 3/4 x 6/16
 forecastle Beams of angle iron 4 1/2 x 3 x 5/16 21 - apart. Stringer plates 25 x 7 1/16
 angle on top. 3 x 2 3/4 x 6 1/16 Tie plates 11 x 7 1/16 - decks of 9. 3 2 3/4 - fastened with
 5/16 Gal. I. Bolts. Waterways of 9 x 3 3/4 R. T. and 8. 10 -
 She is fitted with "double bottom". Length of after Bank 57-9 ins fore Bank 71-9 ins

Flanged side plates. - 7 1/6
 angles. - 3 1/2 x 3 1/2 x 8 1/16
 Hinges. - 8 1/16
 Short Legs. - 3 x 3 x 6/16
 Girder plates. - 5 1/6
 angles. - 2 1/2 x 2 1/2 x 5/16
 Tank Lgs - 6/16 - 5/8 Rivets. Single at E. B. 2 1/4 apd.

Over 12 depths. Shearstrakes 36 x 7/16 in leav of 30 x 12 1/16 - main stringer plates increased 2 1/16 for Half Length - Bulb. treenng angles. in Engine Room - at Bilge -
 Big Keels - 1 Bulb. Iron 7 x 9 1/16 and two angles. 5 x 4 1/2 x 6/16 for 90 feet amidships
 Floors in Engine Room turned up at Bilges and Keels in Bulk. enlarged as shown in Red ink on drawing - Length of Top and forecastle 150 feet -

~~Beams~~

In what manner are the surfaces preserved from oxidation? Inside Cotton cemented all other work inside
 Ditto ditto and Outside with two coats of paint

I am of opinion this Vessel should be Classed A. S.

The amount of the Fee £ 5 : 0 : 0 is received by me,

W. J. MC Special £ 50 : 10 : 0

Certificate (if required) £ : :

James Purdie

Committee's Minute 2nd October 1868

This Steamer appears to be
 well in my Report recently made
 to Committee of Vessels seen built
 in the Hartlepool District
 Same op. opinion she is fit
 for Classification as recommended
 above.

Character assigned A B 1

J. B.

ASC O WMS

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