

IRON SHIPS.

Rev 21/12/68

No. 2711 Survey held at stockton Date 23 June to 17 December 1868
 on the SHIP "FRANCIS THORPE" Master Outridge
 Tonnage under tonnage deck 1199.52 Built at stockton When built 1868 Launched 14 November 68
 Ditto of poop & forecastle or spar deck 126.48
 Ditto of engine room 1346.40 By whom built Richardson's Duck Stoy Owners Thorpe & Outridge
 Total Register tonnage 1296.94
 Gross Tonnage 1346.40 Port belonging to Liverpool Destined Voyage Melbourne

Surveyed while Building, Afloat, or in Dry Dock While Building. for 1,000 Tons Scale - A Grade.

Feet. Inches.	Feet. Inches.	Depth from top of Upper Deck Beam to top of Floor	Feet. Inches.	Horse.	N°. of Decks
Length aloft	Extreme Breadth		22 "		7 7/10
(Dimensions of Ship per Register, length 218- breadth 37-1 depth 22-8)					
Keel, if bar iron, depth and thickness.....	Inches in Ship.	Inches required per Rule, for 1,000 tons Scale.			
" if plate iron, breadth and thickness	12 x 2 1/8	9 x 3			
Stem, if bar iron, moulding and thickness	12 x 2 1/8	9 x 3			
" if plate iron, breadth and thickness	10 1/4 x 2 1/8	9 x 3			
Stern-post, if bar iron, moulding and thickness					
" " if plate iron, breadth and thickness					
Distance of Frames from moulding edge to moulding edge, all fore and aft	21	21			
Frames, Size of Angle Iron, single or double, Reversed Iron, if to every frame or every OTHER frame.....	4 1/2 x 3 1/2 x 9/16	5 x 3 x 9/16			
Floors, depth and thickness of Floor Plate at mid line	25 x 10/16	25 x 10/16			
" Ditto ditto at Bilge Keelson	12 1/2 x 10/16	12 1/2 x 10/16			
" Size of Reversed Angle Iron, and No. ONE at top of Floor Plate	3 1/2 x 3 x 9/16	3 1/2 x 3 x 9/16			
Beams, Deck (N°. 59) double Angle Iron, Plate, Tee, or Bulb Iron	9 x 9/16	9 x 9/16			
" double or single Angle Iron, on TOP edge....	4 x 3 x 7/16	3 1/2 x 3 1/4 x 6/16			
" average space between	3 feet 6 ins	3 feet 6 ins.			
" Hold, or Lower Deck (N°. 57) double Angle, Tee, Plate, or Bulb Iron	9 x 9/16	9 x 9/16			
" double or single Angle Iron on TOP edge....	4 x 3 x 7/16	3 1/2 x 3 1/4 x 6/16			
" average space between	3 feet 6 ins	3 feet 6 ins.			
Puddle, sided and moulded, thickness of Plate size of Angle Iron					
Engine					
Keelson, single or double plate, box, or intersected FOUNDATION PLATES.	15 1/4 x 11/16	11 x 11/16			
Size of Plates SIDES.....	15 1/4 x 11/16	11 x 11/16			
Size of Angle Irons	19 x 11/16	16 1/2 x 11/16			
Side, single or double, plate, box, or intersected	3 1/2 x 3 x 9/16	3 1/2 x 3 x 9/16			
Bilge (No. ONE) at each Bilge, single, or double, plate, or box	5 1/2 x 4 1/2 x 9/16	5 1/2 x 4 1/2 x 9/16			
ANGLE IRON					
Transoms, material IRON or, if none, in what manner compensated for.					
Knight-heads, and Hawse Timbers Blocks or Am. White oak.					
The Frames extend in one length from Keel. to Gudgeons					
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 " " " from Top of Bilge to above Hold Beams & Journals or alternate frames.					
Keelson, how are the various lengths of plates or angle irons connected? Butts shifted strapped and Riveted -					
Plates, Garboard, double or riveted to keel, double or at upper edge, with rivets (7/8 in.) diameter, averaging (2 1/8 in.) apart.					
Edges from Garboards to upper part of bilge, worked clencher, double or single riveted; with rivets (7/8 in.) diameter, averaging (2 1/8 in.) apart.					
Butts from Keel to turn of bilge, worked carvel with butt straps (10 1/4 - 10 1/2 - 11 1/4 thick, double or single riveted; with rivets (7/8 in.) diameter, averaging (2 1/8 in.) apart.					
Do the butt straps lap over and rivet through the lands of the stake below? No					
Edges from bilge to sheerstrake, worked carvel with a lining piece () thick, or clencher, double or single riveted; with rivets (7/8 in.) diameter, averaging (2 1/8 in.) apart.					
Do the butt straps lap over and rivet through the lands of the stake below? No					
Edges of Sheerstrake, double or single riveted? At upper edge Single to Am Bulwarks At lower edge Double -					
Butts from bilge to plankshears, worked carvel with butt straps (9 1/4 - 10 1/2 - 11 1/4 thick, double or single riveted; with rivets (7/8 in.) diameter, averaging (2 1/8 in.) apart. Breadth of laps in double rivetting (5 1/4) 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 Explain by sketch					
Waterway " " planksheer and to the Beams if necessary					
Deck Beams, how secured to the side? Beams knees welded.					
Hold or Lower Deck ditto Beam knees welded.					
Paddle " "					
No. of breasthooks 5 crutches 14					

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 Fox Head Bay Hopkins' Stockton Malleable

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

Builder's Signature Richardson Parkes S

Surveyor's Signature James Fawcett

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Lloyd's Register Foundation

IRON 443-0215

6749 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 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 Scanlings 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.)

Fore - Main - Mizzen and Bowsprits. of Iron. - Masts & Stockton Mallattas Iron Eq - 9 feet long by 6 $\frac{1}{2}$ - 7 $\frac{1}{2}$ inches. Three plates of single Riveted at Edges and double at Butts. Spokes and plates doubled for lower part. at headings - 3/4 Rivets. 2 $\frac{3}{4}$ apart. Three angles in each mast and Bowsprit. 5 x 3 x 8 $\frac{1}{2}$. Extending full length - see section 3. Sipton Pointing House. Research 28 + 29 October 1868. 27 and 28 October 1868.

No. and are said and done	She has SAILS.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	N°.	Weight Ex. Stock.	Test as per Certificate.	Wght req'd per Rule.	Test req'd per Rule.
	Fore Sails,	Chain	150	13/16	59 2/20	110/10	47 1/2	Bowers	3	32.3.6	30 4/20	25 1/2	25 1/2
	Fore Top Sails,		150	13/16	59 2/20	110/10	47 1/2			32.3.0	30 4/20	25 1/2	25 1/2
	Fore Topmast Stay Sails	Hemp Stream Cable	90	1		1		Stream	1	13.0.0		10 1/2	
	Main Sails,	Hawser	90	12						86.2.0		5 1/4	
	Main Top Sails,	Towlines	90	9 1/2				Kedges	2 1/2	3.2.0		2 3/4	
	and	Warp	90	7									
	All of <u>good</u> quality.		90	6									

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

She has 2 Life Long Boat and one Gig - one Tumbe and one Dumpy

The present state of the Windlass is 5 lbs spidle Capstan Groves and Rudder spare tiller Pumps 3 m. 7 ins bar chamber

- Order for Special Survey DATES of
No. 288 Surveys held 1st. On the several parts of the frame, when in place, and before the plating was wrought seen twice
Date 23 June 1868 while building 2nd. On the plating during the progress of rivetting 3 times
Order for Ordinary Survey as per 3rd. When the beams were in and fastened, and before the decks were laid each week
No. 1 Date Section 18. 4th. When the ship was complete, and before the plating was finally coated while Building

State if she has a Sp. Deck Poop and Forecastle all frames to top height

General Remarks, Rating 6 $\frac{1}{2}$ - Single Riveted at edges and double at Butts, with 58 Rivets.
2 $\frac{1}{4}$ apart. Port Beams. (round at Journals) of angle Iron. 4 $\frac{1}{2}$ x 3 $\frac{1}{2}$ x 9 $\frac{1}{2}$ spaced 3 feet 6 ins - Stringer Plate on Beam ends. 24 x 8 $\frac{1}{2}$. with angle on top 3 x 3 x 6 $\frac{1}{2}$. Lie plates 13 $\frac{1}{4}$ x 8 $\frac{1}{2}$ -

Forecastle Beams. Bulk Iron 6 $\frac{1}{2}$ x 7 $\frac{1}{2}$ two angles 4 x 3 x 7 $\frac{1}{2}$ spread. 3 feet 6 ins - Stringer Plate on Beam ends 25 x 8 $\frac{1}{2}$. with angle on top 3 x 3 x 6 $\frac{1}{2}$. Lie plates 13 $\frac{1}{4}$ x 8 $\frac{1}{2}$.

Decks of 3' 6". fastened with 8 $\frac{1}{2}$ J. B. Nails. Waterways - 10 x 3 $\frac{1}{2}$ E. I. L. R.
(Forecastle Waterways. 11 x 3 $\frac{1}{2}$. a. White oak -)

Has Intercostal Keelson Plates 11/16 - 12/16 - double angle Irons on top of floors. 5 $\frac{1}{2}$ x 4 $\frac{1}{2}$ x 9 $\frac{1}{2}$
fitted for 101 feet 6 ins amidships fitted each side of middle line -

Fore and Main yards of Iron. 6 $\frac{1}{2}$ at shroups tapering to 4 $\frac{1}{2}$ at arms. Three angles 3 x 2 $\frac{1}{2}$ x 6 $\frac{1}{2}$. The
yards doubled for 20 feet. with 6 $\frac{1}{2}$ plates -

Fore and Main Lower Crossail yards of Iron. 4 $\frac{1}{2}$ at shroups tapering to 3 $\frac{1}{2}$ at arms - three angles.
2 $\frac{1}{2}$ x 2 $\frac{1}{2}$ x 6 $\frac{1}{2}$. The yards doubled for 20 feet. with 6 $\frac{1}{2}$ plates -

Cross pack yard of Iron 6 $\frac{1}{2}$ at shroups tapering to 3 $\frac{1}{2}$ at arms -

Upper Lower Crossail yard of Iron - 5 $\frac{1}{2}$ at shroups tapering to 3 $\frac{1}{2}$ at arms -

See sat^t letter. 11 September 1868 and tracing herewith (B. off)

~~Rubber or Dark~~

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

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

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

Det. W. C. Special £ 67 : 6 : -

Certificate (if required) £ : : :

Committee's Minute 22nd Dec^r 1868

Character assigned A. S.

A. S. 1868

I am of opinion this sailing
ship built of iron is eligible
for Classification as recommended
Labour



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