

IRON SHIPS.

(Yard No. 145) No. 9565 Survey held at Sunderland Date March 19th 1869
 on the Iron Ship "England's Glory" Master E. Moon
 Tonnage under tonnage deck 693.84 Built at Sunderland When built 1869 Launched March 3rd 1869
 Ditto of quarter deck 36.41 By whom built Wm. Pile & Co Owners P. Smith and Co
 Ditto of poop, fore-castle, or other erections on upper deck 57.05 Port belonging to London Destined Voyage China
 Ditto of spar deck 787.30 If Surveyed while Building, Afloat, or in Dry Dock while Building
 Gross tonnage, 1517.15
 Net tonnage, 1517.15
 Total Register tonnage, 1517.15

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.	No. of Decks	Inches. In Ship.	16ths. In Ship.	Inches. required per Rule.	16ths. required per Rule.
180	—	—	31	—	—	19	11	—	—	—	One	32	11	30	11
(Dimensions of Ship per Register, length <u>183.3</u> breadth <u>31.2</u> depth <u>19.7</u>)															
Keel, if bar iron, depth and thickness	Inches in Ship.		Inches required per Rule.		for 650 tons Scale.										
Keel, if plate iron, breadth and thickness	<u>2 1/2 x 7 3/8</u>		<u>2 3/4 x 7 1/4</u>												
Stem, if bar iron, moulding and thickness	<u>7 1/2 x 2 1/2</u>		<u>7 x 2 3/4</u>												
Stem, if plate iron, breadth and thickness	<u>7 1/2 x 2 1/2</u>		<u>7 x 2 3/4</u>												
Stern-post, if bar iron, moulding and thickness	<u>7 1/2 x 2 1/2</u>		<u>7 x 2 3/4</u>												
Stern-post, if plate iron, breadth and thickness	<u>7 1/2 x 2 1/2</u>		<u>7 x 2 3/4</u>												
Distance of Frames from moulding edge to moulding edge, all fore and aft	<u>23</u>		<u>23</u>												
Frames, Size of Angle Iron, single or double	<u>3 4</u>		<u>4 3</u>												
Reversed Iron, to every frame to hold beam stringer	<u>AI</u>		<u>AI</u>												
and every alternate frame to the gunwale	<u>AI</u>		<u>AI</u>												
Floors, depth and thickness of Floor Plate at mid line	<u>21 8</u>		<u>19 8</u>												
Ditto ditto at Bilge Keelson	<u>7 1/2 8</u>		<u>8 8</u>												
Size of Reversed Angle Iron, and No. at top of Floor Plate	<u>3 2 3/4</u>		<u>6 3</u>												
Beams, Deck (No. 46) double Angle Iron, Plate, Tee, or Bulb Iron	<u>7 1/2 7</u>		<u>7 1/2 7</u>												
including half beams	<u>3 3</u>		<u>5 2 3/4</u>												
double or single Angle Iron, on upper edge	<u>3 3</u>		<u>5 2 3/4</u>												
average space between alternate frames	<u>alternate</u>		<u>alternate</u>												
Hold, or Lower Deck (No. 43) double Angle, Tee, Plate, or Bulb Iron	<u>7 1/2 7</u>		<u>7 1/2 7</u>												
double or single Angle Iron, on upper edge	<u>3 3</u>		<u>6 2 3/4</u>												
average space between alternate frames	<u>alternate</u>		<u>alternate</u>												
Paddle, sided and moulded, thickness of Plate size of Angle Iron	<u>Nil</u>		<u>Nil</u>												
Engine	<u>Nil</u>		<u>Nil</u>												
Keelson, single or double plate, box, or intercostal	<u>25 1/2 9</u>		<u>9 9</u>												
Size of Plates	<u>Bulb</u>		<u>7 1/2 7</u>												
Size of Angle Irons	<u>4 1/2 3 1/2</u>		<u>8 4 1/2</u>												
Side, single or double, plate, box, or intercostal	<u>Nil</u>		<u>Nil</u>												
Bilge (No. one) at each Bilge, single, or double, plate, or box	<u>4 1/2 3 1/2</u>		<u>8 4 1/2</u>												

Transoms, material Iron or, if none, in what manner compensated for.
 Knight-heads, and Hawse Timbers Iron
 The Frames extend in one length from Keel to gunwale
 The reverse angle irons on the floors extend in one length from the middle line to top of Hold B^m Stringer angle iron
 on every side of the frames, from and to gunwale on alternate frames
 Keelson, how are the various lengths of plates or angle irons connected? with Bulb plate and angle irons
 Plates, Garboard, double or rivetted to keel, double or at upper edge, with rivets (3/4 ins.) diameter, averaging (5 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? Yes in alternate strakes
 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 1/2 in.) apart.
 Do the butt straps lap over and rivet through the lands of the strake below? Yes in inner strakes
 Edges of Sheerstrake, double or single rivetted; At upper edge and At lower edge double
 Butts from bilge to planksheers, worked carvel with butt straps (9 and 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 (Nil)
 Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted? Double
 Planksheer, how secured to the plating of the sides { Explain by sketch } Gutter Gunwale
 Waterway, planksheer and to the Beams { if necessary. }
 Deck Beams, how secured to the side? Ends turned down and Rivetted to frames and Stringer plate
 Hold or Lower Deck ditto do do do do
 Paddle, No. of breasthooks 4 crutches 4
 What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.? Plates by Witham and Sons; Bulbs and Angles by Hooptons, Filkin & Co.
 Manufacturer's name or trade mark
 We certify that the above is a correct description of the several particulars therein given.

Builder's Signature W. Pile Surveyor's Signature Joseph Allen
 Lloyd's Register
 IRON 444-0014

6965200

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? one piece

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? a 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.

Please see sketch attached J.K.

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.
	Fore Sails,	Chain	300	1 7/16	44	1 7/16	44	Bowers	3	20.0.21	20.19.1.14	19.3.25	20.4.0
	Fore Top Sails,									23.0.17	23.5.1.7	23.2.0	23.7.0
	Fore Topmast Stay Sails	Hempen Stream Cable	50	10 1/2						23.0.12	23.4.1.14	23.2.0	23.7.0
	Main Sails,	Hawser	75	2 1/8				Stream	1	10.1.0		10.0.0	
	Main Top Sails,	Towlines	80	7 3/4									
	and	Warp	80	6 1/2				Kedges	2	5.0.14		5.0.0	
		All of <u>good</u> quality.								2.2.7		2.2.0	
Her Standing and Running Rigging <u>Hand Ropes</u> are sufficient in size and <u>good</u> in quality.													
She has <u>one life</u> Long Boat and <u>3 others</u>													
The present state of the Windlass is <u>good</u> Capstan <u>80 good</u> and Rudder <u>good</u> Pumps <u>good</u>													

Order for Special Survey	DATES of	1st. On the several parts of the frame, when in place, and before the plating was wrought	<u>Built under S. 89</u>
No. <u>2156</u>	Surveys held	2nd. On the plating during the progress of rivetting	<u>Discovered 1868 Dec 28. 31. 1869 Jan 1.</u>
Date <u>Dec. 28/68</u>	while building	3rd. When the beams were in and fastened, and before the decks were laid	<u>4. 6. 8. 15. 16. 19. 25. Feb 8. 10. 13. 18. 19.</u>
Order for Ordinary Survey	as per	4th. When the ship was complete, and before the plating was finally coated	<u>20. 23. 24. 27. 28. 1. 3. 4. 12. 15. 17. 19.</u>
No. _____	Section 18.	5th. After the ship was launched	
Date _____			

State if she has a Spar Deck No; Raised Deck Yes or Forecastle Yes

General Remarks, This Vessel has been built under a Prop complying with the requirements of Section 52.

The Superficial area of the Keel, and the angle iron to middle line, and bilge keelsons, are slightly below the Rules.

The Stringer plates on ends of Upper Deck, and Hold Beams, are each one sixteenth of an inch thin, but in the case of the Upper Deck Stringer, at each end of the Vessel, it is wider than required by Rules, thus making more sectional area in the whole than is required.

The Garboard plates and Sheerstrake are each in excess.

The First and Second Bower Anchors are each respectively 39 and 44 pounds, below the requirements of table 22.

Testing Certificates now produced issued from the Sundaland Testing House Signed J Hartneps Sup^{nt}

In what manner are the surfaces preserved from oxidation? Inside Cement to the bilges and paint above
Ditto ditto Outside paint and tallow &c

I am of opinion this Vessel should be Classed + A

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

Mon Wm Special£ 37 : 11 : "

Certificate (if required)£ " : " : "

Committee's Minute 2nd April 18 69

Character assigned

Exp Com: Min & Sup^{nt}
To have fig^t for present Reg^s
on faith of builders names

With the slight deficiencies on the Keel & Stringer plates and Bower Anchors mentioned, the vessel is equal to the requirements of Rules for the class

Joseph Keen.

We beg to call the Committee's attention to the fact of the 1st and 2nd Bower Anchors being light; in all other respects her Stores are in accordance with the Rules

Joseph Keen.

Senhouse Martineau
24th April 1869