

# IRON SHIPS.

Rev 1/4/69

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 3<sup>rd</sup> /69.  
 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  
 Ditto of spar deck \_\_\_\_\_  
 Ditto of engine room \_\_\_\_\_  
 Gross tonnage, 787.30 Port belonging to London Destined Voyage China  
 crew space 36.30  
 Total Register tonnage, 751.00 If Surveyed while Building, Afloat, or in Dry Dock while Building  
 as cut on beam \_\_\_\_\_

Length aloft	Extreme Breadth	Depth from top of Upper Deck Beam to top of Floor	Power of Engines	Horse.	No. of Decks
180	31	19	11		Five
<i>(Dimensions of Ship per Register, length 183.3 breadth 31.2 depth 19.7)</i>					
Keel, if bar iron, depth and thickness	Inches in Ship. <u>2 1/2 x 7/8</u>	Inches required per Rule. for <u>650</u> tons Scale. <u>2 3/4 x 7/4</u>	Plates in Garboard Strakes, breadth and thickness	Inches. In Ship. <u>32</u>	16ths. In Ship. <u>11</u> 16ths. required per Rule. <u>30</u>
„ if plate iron, breadth and thickness			Ditto from Garboard to upper part of Bilges..	<u>10</u>	<u>10</u>
Stem, if bar iron, moulding and thickness	<u>7/8 x 2 1/2</u>	<u>7 x 2 3/4</u>	„ from upper part of Bilge to a perpendicular height from upper side of Keel of 3/4ths the entire depth of Hold	<u>9</u>	<u>9</u>
„ if plate iron, breadth and thickness			„ from 3/4ths depth of Hold to lower edge of Sheerstrake	<u>8</u>	<u>8</u>
Stern-post, if bar iron, moulding and thickness	<u>7/8 x 2 1/2</u>	<u>7 x 2 3/4</u>	„ Sheerstrake, breadth and thickness	<u>36</u>	<u>10</u> <u>30</u> <u>10</u>
„ if plate iron, breadth and thickness			Butt Straps to outside plating, breadth and thickness	<u>9 1/2 x 10</u>	<u>16</u> <u>8 1/2 x 10 1/2</u>
Distance of Frames from moulding edge to moulding edge, all fore and aft	<u>23</u>	<u>23</u>	Gunwale Plate or Stringer on ends of Upper Deck Beams, breadth and thickness	<u>26 1/2</u>	<u>8</u> <u>25</u> <u>9 1/2 x 2 1/2</u>
Frames, Size of Angle Iron, single or double	<u>3</u> <u>4</u> <u>4 1/2</u> <u>3</u> <u>4</u> <u>4 1/2</u>	Inches. In Ship. <u>3</u> <u>4</u> <u>4 1/2</u> <u>3</u> <u>4</u> <u>4 1/2</u>	Angle Iron on ditto	<u>22</u>	<u>8</u> <u>18 1/4</u> <u>9</u>
„ Reversed Iron, & to every frame to hold beam stringer and every alternate frame to the gunwale			Stringer or Tie Plates fore and aft, on Upper Deck Beams, outside Hatchways..	<u>4 1/2 x 3 1/2</u>	<u>7</u> <u>4 1/2 x 3 1/2 x 7</u>
Floors, depth and thickness of Floor Plate at mid line	<u>21</u>	<u>19</u>	Stringer or Tie Plates on ditto	<u>11 1/4</u>	<u>8</u> <u>11 1/4</u> <u>8</u>
„ Ditto ditto at Bilge Keelson	<u>7 1/2</u>	<u>8</u>	Diagonal Tie Plates on ditto	<u>11 1/4</u>	<u>8</u> <u>11 1/4</u> <u>8</u>
„ Size of Reversed Angle Iron, and No. / at top of Floor Plate	<u>3</u> <u>2 3/4</u> <u>6</u> <u>3</u> <u>2 3/4</u> <u>6</u>		Planksheer, materials and scantlings	Gutter Gunwale	
Beams, Deck (No. 46) double Angle Iron, Plate, Tee, or Bulb Iron	<u>4 1/2</u> <u>7</u> <u>7 1/2</u> <u>7</u>		Waterway ditto ditto	Gutter Gunwale	
„ including half beams			Flat of Upper Deck, thickness and material..	<u>3 1/2</u>	<u>Y.P.</u> <u>3 1/2</u>
„ double or single Angle Iron, on upper edge	<u>3</u> <u>3</u> <u>5</u> <u>2 3/4</u> <u>2 3/4</u> <u>5</u>		„ „ how fastened to Beams..	Iron nut and screw bolts.	
„ average space between alternate frames			Ceiling betwixt Decks and in Hold, thickness and material	<u>2 1/2</u>	<u>R.P.</u>
„ Hold, or Lower Deck (No. 43) double Angle, Tee, Plate, or Bulb Iron	<u>7 1/2</u> <u>7</u> <u>7 1/2</u> <u>7</u>		Clamps or Spirketting ditto	Nil	
„ double or single Angle Iron on upper edge	<u>3</u> <u>3</u> <u>6</u> <u>2 3/4</u> <u>2 3/4</u> <u>5</u>		Stringer Plates on ends of Hold or Lower Deck Beams, breadth and thickness	<u>19 1/2</u>	<u>8</u> <u>18 1/2</u> <u>9</u>
„ average space between alternate frames			Stringer or Tie Plates fore and aft outside Hatchways, on Hold or Lower Deck Beams with A.I. at centre	<u>11 1/4 x 8</u>	<u>11 1/4 x 8</u>
Paddle, sided and moulded, thickness of Plate size of Angle Iron	Nil		Stringers in Hold double angle iron	<u>4 1/2 x 3 1/2</u>	<u>7</u> <u>4 1/2 x 3 1/2 x 7</u>
Engine	Nil		Flat of Lower Deck, thickness and material	<u>2 1/2</u>	<u>Y.P.</u>
Keelson, single or double plate, box, or intercostal	<u>25 1/2</u> <u>9</u> <u>9</u>		Main piece of Rudder, diameter at head	<u>5</u>	<u>5</u>
„ Size of Plates Bulb	<u>4 1/2</u> <u>7</u> <u>7 1/2</u> <u>7</u>		„ „ at heel	<u>3</u>	<u>3</u>
„ Size of Angle Irons	<u>4 1/2</u> <u>3 1/2</u> <u>8</u> <u>4 1/2</u> <u>3 1/2</u> <u>8</u>		(Can the Rudder be unshipped afloat) <u>Yes</u>		
„ Side, single or double, plate, box, or intercostal	Nil		Bulkheads, No. one Thickness of	<u>9/16</u>	
„ Bilge (No. one) at each Bilge, single, or double, plate, or box	<u>4 1/2</u> <u>3 1/2</u> <u>8</u> <u>4 1/2</u> <u>3 1/2</u> <u>8</u>		„ Height up to upper Deck		

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 rivetted through plates with (3/4 in.) rivets, about (6 in.) apart.

The reverse angle irons on the floors extend in one length from the middle line to top of Hold B<sup>m</sup> Stringer angle iron on every side of the frame „ „ 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 rivetted to keel, double 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 in.) 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 in.) 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 in.) apart. Do the butt straps lap over and rivet through the lands of the strake below? Yes in 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 (8 and 9/16) thick, double or single rivetted; with rivets (3/4 in.) diameter, averaging (3 in.) 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.?  
 Manufacturer's name or trade mark Plates by Witham and Sons; Bulbs and Angles by Hoopkins Jukes & Co

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

Log 65 Two

**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.*

2

N <sup>o</sup> .	She has SAILS.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	N <sup>o</sup> .	Weight. Ex. Stock.	Test as per Certificate.	Wght req'd per Rule.	Test req'd per Rule.
	Fore Sails,	Chain .....	300	1 9/16	44	1 9/16	44	Bowers .....	3	20.0.21	20.19.1.14	19.3.25	20 3/10
	Fore Top Sails,									23.0.17	23.5.1.7	23.2.0	23 7/10
	Fore Topmast Stay Sails	Hempen Stream Cable	50	10 1/2						23.0.12	23.4.1.14	23.2.0	23 5/10
	Main Sails,	Hawser .....	75	2 1/8				Stream .....	1	10.1.0		10.0.0	
	Main Top Sails,	Towlines .....	50	7 3/4				Kedges .....	2	5.0.14		5.0.0	
	and	Warp .....	50	6 1/2						2.2.7		2.2.0	
		All of <u>good</u> quality.											

Her Standing and Running Rigging Hand Stamped are sufficient in size and good in quality.

She has one life Long Boat and others

The present state of the Windlass is good Capstan good and Rudder good Pumps good

Order for Special Survey No. 2156 Date Dec. 28/68 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 S.S.R.

2nd. On the plating during the progress of rivetting Discovered 1868 Dec. 28. 31. 1869 Jan.

3rd. When the beams were in and fastened, and before the decks were laid 4. 6. 8. 15. 16. 19. 25. Feb. 8. 10. 13. 18. 19.

4th. When the ship was complete, and before the plating was finally coated 20. 23. 24. 27. Oct. 1. 3. 4. 12. 15. 17. 19.

5th. After the ship was launched

State if she has a Spar Deck No; Raised Boat 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 irons 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<sup>nt</sup>

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,  
Special ..... £ 37 : 11 : "  
Certificate (if required) ..... £ " : " : "

Committee's Minute 2<sup>nd</sup> April 18 69

*Joseph Keen.*  
He beg to call the Committee's attention to the fact of the 1<sup>st</sup> and 2<sup>nd</sup> Bower Anchors being light; in all other respects her Stores are in accordance with the Rules  
*Joseph Keen.*

Character assigned  
Exp Com: Min & Sup<sup>nt</sup>  
To have sig<sup>nt</sup> for present copies  
or faith of builders names

*with the slight deficiencies on the Keel & stringer plates and Bower Anchors mentioned will equal to the requirements of Rules for the class*

*Senhouse Martineau*  
*2<sup>nd</sup> April 1869*