

IRON SHIPS.

7024

Recd 29/4/69

No. 2746 Survey held at Southam Date October 10th to 20th April 1869

the Ship "Hudson" Master J. A. Richardson

Tonnage under tonnage deck 763.70 Built at Southam When built 1869 Launched 15th March

Ditto of poop 45.130 Deck house 34.06 By whom built M. Pease & Co. Owners Wm. Gapscoth & Co.

Total Register tonnage 787.53 Port belonging to Liverpool Destined Voyage India

Gross Tonnage 832.91

Surveyed while Building, Afloat, or in Dry Dock While building, Special Survey, A1

Length aloft	Extreme Breadth	Depth from top of Upper Deck Beam to top of Floor	Power of Engines	Horse.	No. of Decks
104 6	30 0	19 7 1/2			Two
<i>(Dimensions of Ship per Register, length 104.2 breadth 30.6 depth 19.4)</i>					
Keel, if bar iron, depth and thickness	Inches in Ship 7 1/2 x 3	Inches required per Rule for 700 tons Scale 7 1/4 x 2 3/4	Plates in Garboard Strakes, breadth and thickness	3 1/4	12/16 30 12/16
if plate iron, breadth and thickness	7 1/2 x 3	7 1/4 x 2 3/4	Ditto from Garboard to upper part of Bilges		11/16 11/16
Stem, if bar iron, moulding and thickness	7 1/2 x 3	7 1/4 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		10/16 10/16
if plate iron, breadth and thickness	7 1/2 x 3	7 1/4 x 2 3/4	from 3/4ths depth of Hold to lower edge of Sheerstrake	9/16	9/16 9/16
Stern-post, if bar iron, moulding and thickness	7 1/2 x 3	7 1/4 x 2 3/4	Sheerstrake, breadth and thickness	3 6	11/16 30 11/16
if plate iron, breadth and thickness	7 1/2 x 3	7 1/4 x 2 3/4	Butt Straps to outside plating, breadth and thickness	1 10 1/2	4 6 9 3/4 x 4 6 12 1/2
Distance of Frames from moulding edge to moulding edge, all fore and aft	21	21	Gunwale Plate or Stringer on ends of Upper Deck Beams, breadth and thickness	20	9/16 26 1/2 9/16
Frames, Size of Angle Iron, single or double	4 1/2 3 8/16	4 1/4 3 8/16	Angle Iron on ditto	5	4 8/16 4 3/4 8/16
Reversed Iron, if to every frame or every frame	3 2 3/4 7/16	3 2 3/4 7/16	Stringer or Tie Plates fore and aft, on Upper Deck Beams, outside Hatchways	11	9/16 11 9/16
Floors, depth and thickness of Floor Plate at mid line	20 1/2 x 9/16	20 1/2 x 9/16	Diagonal Tie Plates on ditto	11	9/16 11 9/16
Ditto ditto at Bilge Keelson	11 x 9/16	10 x 9/16	Planksheer, materials and scantlings		
Size of Reversed Angle Iron, and No. one at top of Floor Plate	3 2 3/4 7/16	3 2 3/4 7/16	Waterway Gutters ditto	3 1/2	3 8/16
Beams, Deck (No. 51) double Angle Iron, Plate, Tee, or Bulb Iron	7 1/2 x 7/16	7 1/2 x 7/16	Flat of Upper Deck, thickness and material	3 1/2	4 10 3 1/2
double or single Angle Iron, on edge	3 2 3/4 5/16	3 2 3/4 5/16	how fastened to Beams	10 1/2	10/16
average space between	3 ft. 6 in.	3 ft. 6 in.	Ceiling betwixt Decks and in Hold, thickness and material	2 1/2	R.P.
Hold, or Lower Deck (No. 49) double Angle, Tee, Plate, or Bulb Iron	7 1/2 x 7/16	7 1/2 x 7/16	Clamps or Spirketting ditto		
double or single Angle Iron, on edge	3 2 3/4 7/16	3 2 3/4 7/16	Stringer Plates on ends of Hold or Lower Deck Beams, breadth and thickness	21	9/16 20 9/16
average space between	3 ft. 6 in.	3 ft. 6 in.	Stringer or Tie Plates fore and aft outside Hatchways, on Hold or Lower Deck Beams	11 1/2	9/16 11 9/16
Paddle, sided and moulded, thickness of Plate size of Angle Iron			Stringers in Hold Double Angles	5 4	8/16 4 3/4 3 3/4 8/16
Engine			Flat of Lower Deck, thickness and material		
Keelson, single or double plate, box, or intercostal			Main piece of Rudder, diameter at head	15 1/4	5 3
Size of Plates	13 x 12/16	13 x 12/16	" " at heel	3	
Size of Angle Irons	5 4 8/16	4 3/4 3 3/4 8/16	(Can the Rudder be unshipped afloat) Yes		
Side, single or double, plate, box, or intercostal			Bulkheads, No. One Thickness of		6/16 6/16
Bilge (No. one) at each Bilge, single, or double, plate, or box	5 4 8/16	4 3/4 3 3/4 8/16	Height up Main Deck		
ansoms, material plate or, if none, in what manner compensated for.			how secured to the sides of the ship		single frames & brackets
night-heads, and Hawse Timbers			size of vertical angle irons		3 x 2 1/2 and their distance apart 30 inches

The Frames extend in one length from Keel to Gunwale rivetted through plates with (7/8 in.) rivets, about (6 in.) apart.

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 stringers & alternately to gunwale.

Keelson, how are the various lengths of plates or angle irons connected? butts shipped & strapped & rivetted

Plates, Garboard, double or rivetted to keel, double or at upper edge, with rivets (1/2 in.) diameter, averaging (4 in.) apart.

Edges from Garboards to upper part of bilge, worked clencher, double or single rivetted; with rivets (7/8 in.) diameter, averaging (2 1/2 ins.) apart.

Butts from Keel to turn of bilge, worked carvel with butt straps (10 1/2 x 1/6) thick, double or single rivetted; with rivets (7/8 in.) diameter, averaging (2 5/8 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 (2 3/4 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 single to bulwark At lower edge Double

Butts from bilge to planksheers, worked carvel with butt straps (9 1/2 x 1/6) thick, double or single rivetted; with rivets (3/4 in.) diameter, averaging (2 1/4 ins.) apart. Breadth of laps in double rivetting (5 in) Breadth of laps in single rivetting (none)

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 waterways,

Waterway " " planksheer and to the Beams { if necessary. }

Deck Beams, how secured to the side? Beam ends turned & pieces welded

Hold or Lower Deck ditto Same as Deck

Paddle " " No. of breasthooks Five crutches Three

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 Hopkins & Co. Merne Hartlepool & Southam Malleable Iron Co.

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

Owner's Signature M. Pease Surveyor's Signature J. A. Richardson

IRON 44-0071



702 x Iron

Workmanship. Are the lands or laps of the clenchwork in all cases 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? Other do.

Do the fillings between the ribs and plates fill in solid with single pieces? or are they in short lengths of various thicknesses? Spliced in short lengths

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? All through

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.)

Main & Fore masts of Iron made with two plates. 6 1/16 two plates at head 5/16 angle swelled at edges double at butts. Three angles inside 8 x 3 1/16. Length of plates 9 ft. Bowsprit made the same, one plate at head 5/16. Mizen Mast of Pine.

She has SAILS.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	No.	Weight. Ex. Stock.	Test as per Certificate.	Wight req'd per Rule.	Test req'd per Rule.
Fore Sails,	Chain	300	5/10	4 1/2	1 9/16	44	Bowers	3	25-2-12	25-5-3-21	23-2-0	23-5/8
Fore Top Sails,									25-1-24	25-3-3-0	23-2-0	23-14/20
Fore Topmast Stay Sails	Hempen Stream Cable	90	1 1/16		1 1/16		Stream	1	21-2-10	22-1-1-14	10-3-25	20-20
Main Sails,	Hawser	90	6						10-3-23		10-0-0	
Main Top Sails,	Towlines	90	5									
and	Warp	90	5				Kedges	2	5-2-7		5-0-0	
	All of <u>Good</u> quality.	160	4						2-3-7		2-2-0	

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

She has One Long Boat and Life jolly & gig

The present state of the Windlass is Good Capstan One & two and Rudder Good Pumps Two Patent 6 inch.

Order for Special Survey DATES of

No. 200 Surveys held

Date 17 November 1860 while building

Order for Ordinary Survey as per

No. _____ Section 18.

Date _____

1st. On the several parts of the frame, when in place, and before the plating was wrought

2nd. On the plating during the progress of rivetting

3rd. When the beams were in and fastened, and before the decks were laid

4th. When the ship was complete, and before the plating was finally coated

5th. After the ship was launched

State if she has a Spar Deck _____ Poop _____ or Forecastle & Deck house off

General Remarks, Forecastle frames all to the top height, Beams of single angles 4 1/2 x 3 1/16 Head 2 1/2 inches, Stringers in ends 2 1/4 x 1 1/16, Tie plates 1 1/2 x 1 1/16 outside plating 1/16, Waterways 9 x 5 1/2 Teak, Plating of deck 3 in. G.P. Deck house aft 33 ft. in length. 1 1/16 x 7 1/4, framed with angles 4 1/2 x 3 1/16 Head 3 1/16. Beams the same size, connected with three plates to top of main deck beams, Planked & decked with Pine.

Fore & main yards of Iron, made with two plates 5/16 at Slings taper to 4/16 + 3/16 at end, Plates doubled at Slings, three angles inside 2 1/4 x 2 1/4 + 1/16.

M. Bearse

In what manner are the surfaces preserved from oxidation? Inside Flat cemented with Portland cement

Ditto ditto Outside other parts with paint

I am of opinion this Vessel should be Classed A 1

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

Special £ 30 : 7 : 0

Certificate (if required) £ : : :

Committee's Minute 30 April 18 69

Character assigned A 1

See Secretary's letter dated 2 Nov 2 1860, & 26 Feb 1869

[Handwritten signatures and stamps]

[Blue stamp: Lloyd's Register of Shipping]