

IRON SHIPS.

No. 2746 Survey held at Southampton Date October 10th 1860 to 20th April 1861
 the Ship "Hudson" Master J. A. Richardson
 Tonnage under tonnage deck 763.70 When built 1860 Launched 15th March
 Ditto of poop 45.13.0 By whom built M. Pearce & Co. Owners Wm. Lapscott & Co.
 Ditto of engine room 34.06 Port belonging to Liverpool Destined Voyage India
 Total Register tonnage 787.53
 Gross Tonnage 832.91
 Surveyed while Building, Afloat, or in Dry Dock While building, Special Survey. A1

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
104	6		30	0		19	7	2			Two
(Dimensions of Ship per Register, length <u>104.2</u> breadth <u>30.6</u> depth <u>19.4</u>)											
Keel, if bar iron, depth and thickness	Inches in Ship		Inches required per Rule		Plates in Garboard Strakes, breadth and thickness						
" if plate iron, breadth and thickness	7 1/2 x 3		7 1/4 x 2 3/4		34 12/16 30 12/16						
Stem, if bar iron, moulding and thickness	7 1/2 x 3		7 1/4 x 2 3/4		Ditto from Garboard to upper part of Bilges						
" if plate iron, breadth and thickness	7 1/2 x 3		7 1/4 x 2 3/4		11/16 11/16						
Stern-post, 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						
" if plate iron, breadth and thickness	7 1/2 x 3		7 1/4 x 2 3/4		10/16 10/16						
Distance of Frames from moulding edge to moulding edge, all fore and aft	21		21		" from 3/4ths depth of Hold to lower edge of Sheerstrake						
Frames, Size of Angle Iron, single or double	4 1/2 3 8/16		4 1/4 3 8/16		36 11/16 30 11/16						
" Reversed Iron, if to every frame or every	3 2 3/4 7/16		3 2 3/4 7/16		Butt Straps to outside plating, breadth and thickness						
Floors, depth and thickness of Floor Plate at mid line	20 1/2 x 9/16		20 1/2 x 9/16		110 1/2 4 9 3/10 x 4 1/2						
" Ditto ditto at Bilge Keelson	11 x 9/16		10 x 9/16		9 2 9 9/16 8 1/4 12 1/2						
" Size of Reversed Angle Iron, and No. at top of Floor Plate	3 2 3/4 7/16		3 2 3/4 7/16		Gunwale Plate or Stringer on ends of Upper Deck Beams, breadth and thickness						
Beams, Deck (No. 51) double Angle Iron, Plate, Tee, or Bulb Iron	7 1/2 x 7/16		7 1/2 x 7/16		20 9/16 26 1/2 9/16						
" double or single Angle Iron, on edge	3 2 3/4 5/16		3 2 3/4 5/16		Angle Iron on ditto						
" average space between	3 ft. 6"		3 ft. 6"		5 4 8/16 4 3/4 8/16						
" 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		Stringer or Tie Plates fore and aft, on Upper Deck Beams, outside Hatchways						
" double or single Angle Iron, on edge	3 2 3/4 7/16		3 2 3/4 7/16		11 9/16 11 9/16						
" average space between	3 ft. 6"		3 ft. 6"		Diagonal Tie Plates on ditto						
" Paddle, sided and moulded, thickness of Plate size of Angle Iron	3 ft. 6"		3 ft. 6"		11 9/16 11 9/16						
" Engine					Planksheer, materials and scantlings						
Keelson, single or double plate, box, or intercostal	13 x 12/16		13 x 12/16		3 1/2 3 8/16						
" Size of Plates	5 4 8/16		4 3/4 3 3/4 8/16		Waterway Gutters ditto						
" Size of Angle Irons	5 4 8/16		4 3/4 3 3/4 8/16		3 1/2 4 10 3 1/2						
Side, single or double, plate, box, or intercostal	5 4 8/16		4 3/4 3 3/4 8/16		Flat of Upper Deck, thickness and material						
Bilge (No. one) at each Bilge, single, or double, plate, or box	5 4 8/16		4 3/4 3 3/4 8/16		how fastened to Beams						
ansoms, material					2 1/2 R.P.						
night-heads, and Hawse Timbers					Clamps or Spirketting ditto						
he Frames extend in one length from					21 9/16 20 9/16						
The reverse angle irons on the floors extend in one length across the middle line from					Stringer Plates on ends of Hold or Lower Deck Beams, breadth and thickness						
" " " on the frames					11 1/2 9/16 11 9/16						
Keelson, how are the various lengths of plates or angle irons connected?					Stringer or Tie Plates fore and aft outside Hatchways, on Hold or Lower Deck Beams						
Plates, Garboard, double or rivetted to keel, double or at upper edge, with rivets					5 4 8/16 4 3/4 3 3/4 8/16						
" Edges from Garboards to upper part of bilge, worked clencher, double or single rivetted; with rivets					Stringers in Hold						
" Butts from Keel to turn of bilge, worked carvel with butt straps					Flat of Lower Deck, thickness and material						
averaging					Main piece of Rudder, diameter at head						
Do the butt straps lap over and rivet through the lands of the strake below?					8 1/4 5 3						
" Edges from bilge to sheerstrake, worked carvel with a lining piece					" " " at heel						
averaging					(Can the Rudder be unshipped afloat) Yes						
Do the butt straps lap over and rivet through the lands of the strake below?					Bulkheads, No. One Thickness of						
" Edges of Sheerstrake, double or single rivetted? At upper edge					" Height up Main Deck						
" Butts from bilge to planksheers, worked carvel with butt straps					how secured to the sides of the ship						
averaging					single frames & brackets						
Breadth of laps in double rivetting					size of vertical angle irons						
Breadth of laps in single rivetting					3 x 2 1/2 and their distance apart						
Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted?					30 inches						
Planksheer, how secured to the plating of the sides					rivetted through plates with (3/4 in.) rivets, about (6 in.) apart						
Waterway					The reverse angle irons on the floors extend in one length across the middle line from top of bilge to top of bilge						
Deck Beams, how secured to the side?					" " " on the frames						
Hold or Lower Deck ditto					Keelson, how are the various lengths of plates or angle irons connected?						
Paddle					Plates, Garboard, double or rivetted to keel, double or at upper edge, with rivets						
What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.?					" Edges from Garboards to upper part of bilge, worked clencher, double or single rivetted; with rivets						
Manufacturer's name or trade mark					" Butts from Keel to turn of bilge, worked carvel with butt straps						
We certify that the above is a correct description of the several particulars therein given.					averaging						
Owner's Signature					Do the butt straps lap over and rivet through the lands of the strake below?						
Surveyor's Signature					" Edges from bilge to sheerstrake, worked carvel with a lining piece						

IRON 44-0071

Workmanship.

Are the lands or laps of the clenchwork in all cases of 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? Yes or are they in short lengths of various thicknesses? Yes 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? Yes

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 5/16 two plates at head 5/16 angle iron at edges double at butts. Three angles inside 3x3 1/2 length of plates 9 ft. Bowsprit made the same, one plate at head 5/16. Mizen mast of R. Pine.

She has SAILS.

CABLES, &c.

		Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.
Fore Sails,	Chain	300	5/0	4 1/2	1 9/16	4 1/4
Fore Top Sails,						
Fore Topmast Stay Sails	Hempen Stream Cable	90	1 1/16		1 1/16	
Main Sails,	Hawser	90	6			
Main Top Sails,	Towlines	90	5			
	Warp	90	5			
	All of <u>Good</u> quality.	60	4			

ANCHORS, &c.

No.	Weight. Ex. Stock.	Test as per Certificate.	Wight req'd per Rule.	Test req'd per Rule.
Bowers	3	25-2-12 25-5-3-21 25-1-24 21-2-10	23-2-0 23-2-0 23-3-25 10-3-25	23-5/8 23-10/16 20-14/20 20
Stream	1	10-3-23	10-11-11	
Kedges	2	5-2-7 2-3-7	5-0-0 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 boats Good

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

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

No. 200

Surveys held

2nd. On the plating during the progress of rivetting

Date 17th November 1868

while building

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

Order for Ordinary Survey

No. _____

as per

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

Date _____

Section 18.

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 x 1/2 spaced 21 inches, Stringers in ends 2 1/4 x 1/16, Tie plates 11 x 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. 17 1/2 ft. framed with angles 4 1/2 x 3 x 1/2 spaced 3 ft. 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 x 1/16.

M. Beasey

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,

APL Special £ 39 : 7 : 0

Certificate (if required) £ _____

Committee's Minute 30th April 18 69

Character assigned A 1

(A & E)

J. P. Gladstone
James Purdie

This sailing ship built of Iron appears eligible for Classification as recommended above.

See Secretary's Letter dated 2nd Nov 2 1868, & 26th May 1869