7115

IRON SHIPS.

Rec 14/6/69

No. 3921 Survey held at Hull Date June 12th 1869

on the Screw Steamer "Edgar" Master Joseph West

Tonnage under tonnage deck 561

Ditto of poop ~~or spar deck~~ 98.42

Ditto of engine room 107.18

~~Total~~ Register tonnage 553.46

Gross Tonnage 679.82

Built at Hull When built 1869 Launched 18th May

By whom built Messrs Chas Earle Owners Mr Nawton Smith & Co

Port belonging to Hull Destined Voyage Cronstadt

Deck Forecastle 14.19. House for offices 6.21 - Board of Trade deduction 19.18

Surveyed while Building, Afloat, or in Dry Dock Special survey during Building

PLANS CASE

Length aloft	Feet. 200	Inches. –	Extreme Breadth	Feet. 27	Inches. –	Depth from top of Upper Deck Beam to top of Floor	Feet. 15	Inches. –	Power of Engines	Horse. 75	N°. of Decks One

(Dimensions of Ship per Register, length 200 breadth 27 depth 14.85)

	Inches in Ship.			Inches required per Rule. for 500 tons Scale.		
Keel, if bar iron, depth and thickness	7 × 2¾			7 × 2¾		
,, if plate iron, breadth and thickness						
Stem, if bar iron, moulding and thickness	7 × 2¾			7 × 2½		
,, if plate iron, breadth and thickness						
Stern-post, if bar iron, moulding and thickness	9 × 4¼			7 × 5		
,, if plate iron, breadth and thickness						
Distance of Frames from moulding edge to moulding edge, all fore and aft	21			21		
	Inches. In Ship.	Inches. In Ship.	16ths. In Ship.	Inches. required per Rule.	Inches. required per Rule.	16ths required per Rule.
Frames, Size of Angle Iron, single ~~or double~~	3½	3	7/16	3¾	2¾	7/16
,, ,, Reversed Iron, ~~if~~ to every frame ~~or every frame~~	3	2½	6/16	3	2½	6/16
Floors, depth and thickness of Floor Plate at mid line	17¼ ×		8/16 & 7/16	17 ×		8/16
,, Ditto ditto at Bilge Keelson	9 ×		8/16	3¾ ×		8/16
,, Size of Reversed Angle Iron, and No. one at top of Floor Plate	3	2½	6/16	3	2½	6/16
Beams, Deck (N° 58) ~~double Angle Iron, Plate, Tee, or~~ Bulb Iron	7 ×		7/16	6¾ ×		6/16
,, ,, double ~~or single~~ Angle Iron, on ~~upper~~ edge	2½	2½	5/16	2½	2½	5/16
,, ,, average space between	42"			42 in		
,, Hold, or Lower Deck (N°.) double Angle, Tee, Plate, or Bulb Iron	–					
,, ,, double or single Angle Iron on edge						
,, ,, average space between						
,, Paddle, sided and moulded, ____ thickness of Plate ____ size of Angle Iron						
,, Engine ,, ,, ,, ,,						
Keelson, single ~~or double~~ plate, ~~box, or~~ intercostal	21 ×		8/16	20½ ×		8/16
,, Size of Plates Bulb	7 ×		7/16	6¾ ×		6/16
Size of Angle Irons	4½	3½	8/16	4½	3½	7/16
Side, single or d'ble, plate, box, or intercostal						
Bilge (No. one) ~~single, or~~ double, angle iron or bulb, plate, ~~or box~~ at each Bilge	4½	3½	8/16	4½	3½	7/16
	7 ×		7/16	6¾ ×		6/16

	Inches. In Ship.	16ths. In Ship.	Inches. required per Rule.	16ths. required per Rule.
Plates in Garboard Strakes, breadth and thickness	36	9/16	30	10/16
Ditto from Garboard to upper part of Bilges		8/16		9/16
,, from upper part of Bilge to a perpendicular height from upper side of Keel of ⅗ths the entire depth of Hold		7/16		8/16
,, from ⅗ths depth of Hold to lower edge of Sheerstrake		7/16		7/16
,, Sheerstrake, breadth and thickness	41	8/16	30	9/16
Butt Straps to outside plating, breadth and thickness	18 (Clamp plate fitted under Beam) 9/16 × 9/16	7/16 & 7/16	8/16	10/16 & 9/16 & 8/16 & 7/16
Gunwale Plate or Stringer on ends of Upper Deck Beams, breadth and thickness	36½	8/16	28½	10/16
Angle Iron on ditto	4½ × 3½ ×	7/16	4½ × 3½ ×	7/16
Stringer or Tie Plates fore and aft, on Upper Deck Beams, outside Hatchways	Iron deck			
Diagonal Tie Plates on ditto	do			
Planksheer, materials and scantlings	do			
Waterway ditto ditto	do			
Flat of Upper Deck, thickness and material	6/16	5/16	As Section	
,, ,, how fastened to Beams	Riveted			
Ceiling betwixt Decks and in Hold, thickness and material ~~Bulb Plate~~ Iron Plates	1"			
Clamps or Spirketting ditto	Auxiliaries 5 in No. × 5 mm plate at alternate frames 4 × 3 ×	6/16		
Stringer Plates on ends of Hold or Lower Deck Beams, breadth and thickness	~~[illegible]~~ 14 ×	8/16	As Section	
Stringer or Tie Plates fore and aft outside Hatchways, on Hold or Lower Deck Beams				
Stringers in Hold ~~Double angle iron~~ for ½ depth and thickness of Butt Plate	7 × 4 ×	7/16 & 6/16		
Flat of Lower Deck, thickness and material				
Main piece of Rudder, diameter at head	5¾	–	4¾	
,, ,, ,, at heel	3		2¾	
(Can the Rudder be unshipped afloat Yes)				
Bulkheads, N° 5 Thickness of plates	6/16		6/16	
,, Height up Deck				
,, how secured to the sides of the ship Double Frames & Broad Lines				
,, size of vertical angle irons 4½ × 3½ × 6/16 and their distance apart 30 ins				

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 (¾ in.) rivets, about ( ) apart.

The reverse angle irons on the floors extend in one length across the middle line from bilge to bilge } See Midship Section

,, ,, ,, on the frames ,, ,, ,, from bilge to Gunwale }

Keelson, how are the various lengths of plates or angle irons connected? Butt joined, shifted, Strapped & Riveted

Plates, Garboard, double ~~or~~ 7/16 rivets rivetted to keel, double ~~or~~ Rivetted at upper edge, with rivets (¾ ins.) diameter, averaging (4½ in.) apart.

,, Edges from Garboards to upper part of bilge, worked clencher, double ~~or single~~ rivetted; with rivets (¾ in.) diameter, averaging (2⅜ ins.) apart.

,, Butts from Keel to turn of bilge, worked carvel with butt straps (9/16) thick, double ~~or single~~ rivetted; with rivets (¾ in.) diameter, averaging (2½ ins) apart. Do the butt straps lap over and rivet through the lands of the strake below? Not in Butt Strakes

,, Edges from bilge to sheerstrake, worked ~~carvel with a lining piece ( ) thick, or~~ clencher, double ~~or~~ and two edges single rivetted; with rivets (¾ in.) diameter, averaging (2⅜ in.) apart. Do the butt straps lap over and rivet through the lands of the strake below? Clencher

,, Edges of Sheerstrake, double ~~or single~~ rivetted? At upper edge Rivetted to Angle irons and Bulwark plate At lower edge Double rivetted

,, Butts from bilge to planksheers, worked carvel with butt straps (8/16 & 7/16) thick, double ~~or single~~ rivetted; with rivets (¾ in.) diameter, averaging (2⅜ ins.) apart. Breadth of laps in double rivetting (4½) Breadth of laps in single rivetting (2½)

Butt Straps of Keelsons, Stringer and Tie Plates, double ~~or single~~ rivetted? Angle irons with Sufficient length of plate

Planksheer, how secured to the plating of the sides } Explain by sketch if necessary. } or angle irons fitted inside of frame

Waterway ,, ,, planksheer and to the Beams } Iron

Deck Beams, how secured to the side? with welded Knees Rivetted to the frames & Gunl. Angle iron to the Sheerstrake

Hold or Lower Deck ditto

Paddle ,, ,, No. of breasthooks Four crutches –

What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.? Hopkins & Co Brockholes

~~Manufacturer's name or trade mark~~ & Cornett & Monkbridge

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

Builder's Signature Pro Charles & Wm Earle *Surveyor's Signature* W Davidson

Alex Gemmell

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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 fay 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? No

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? No

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.*

Certificate of Chains and anchors dated Low Walker Newcastle upon Tyne 24th May 1869 & signed Robert Burrell Superintendent

She has SAILS. Complete

CABLES, &c., tested at Low Walker Proving House	No. on Chain seen by me.	No. and date on Certificate	Fathoms.	Inches.	Tested to. Tons.
Chain	3403	3403-24.5.69	120	1 1/8	35.14.0.0
~~Hempen~~	3404	3404-24.5.69	120	1 1/8	35.14.0.0
Stream Cable	W.G. Slater		70	3/4	
Hawser			90	7 1/2	
Towlines			90	9	
Warp			90	5	

ANCHORS, tested at Low Walker Proving House	No.	No. on Anchor seen by me. W.G.S.	No. and date on Certificate.	Weight. Ex. Stock.	Tested to. Tons.
Bowers	3	4917	4917-24.5.69	16.3.14	18.2.3.7
2 Bowers & 1 Spare		4948	4948-24.5.69	16.3.0	18.0.22.14
		4949	4949-24.5.69	14.3.21	16.10.0.0
				Including stock	
Stream	1			7.3.21	
				3.0.27	
Kedges	2			2.2.7	

and others as required. All of good quality.

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

She has One Life ~~Long~~ Boat and Four others

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

Order for Special Survey No. 108 Date 8th July 69

Order for Ordinary Survey No. ____ Date ____

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 — First Survey

2nd. On the plating during the progress of rivetting — 12th July 69

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 — Last Survey 12th June

State if she has a Spar Deck No Poop yes or Forecastle yes

General Remarks,

The Butts of the Iron deck double rivetted with 5/8 rivets — Edges single rivetted

In what manner are the surfaces preserved from oxidation? Inside The bottom with Cement above with Paint

Ditto ditto Outside both Paint

I am of opinion this Vessel should be Classed ✠ A 1

The amount of the Fee .....£ 5 : — : — is received by me, W. Davidson

Inc WM Special .....£ 33 : 6 : —

Certificate (if required) .....£ : :

Committee's Minute 15th June 1869

I am of opinion this Screw Steamer is eligible for Class as recommended above. The Committee will please to observe upper deck beams plated with Iron.

Character assigned ✠ A 1 Doc. P

WM Iron Deck WGS

JC June 14/69

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