

IRON SHIPS.

No. 10897 Survey held at Newcastle Date 6th October 68 to 2nd July. 1899

on the S.S. "Hester" Master _____

Tonnage under tonnage deck 154.42
Ditto of quarter deck --- Built at Newcastle When built 1859 Launched 29th May/1860

Ditto of poop, forecstle, or
other erections on upper deck } 31.91
Ditto of spar deck } -----

By whom built A. Leslie & Co Owners Gaudet Freres

No of engine room 53. 49
Gross tonnage, less B. T. allowance 15. 10
184. 23 Port belonging to London Destined Voyage France

What Register tonnage, } 120.44 If Surveyed while Building, Afloat, or in Dry Dock while building
as put on beam

Fect.		Inches.	Fect.		Inches.	Depth from top of Upper Deck Beam to top of Floor		Fect.		Inches.	Horse.		N ^o . of Decks			
Length aloft		140	0	Extreme Breadth		20	0	10		1	Power of Engines		45	N ^o . of Decks <i>one</i>		
(Dimensions of Ship per Register, length <i>139.9</i> breadth <i>20.1</i> depth <i>9.6</i>)																
		Inches in Ship.			Inches required per Rule. for 100 tons Scale.							Inches. In Ship.		16ths. In Ship.	Inches. required per Rule.	16ths. required per Rule.
Keel, if bar iron, depth and thickness		6 x 1 1/2			6 x 1 1/2							24		7/16	24	7/16
,, if plate iron, breadth and thickness		6 x 1 1/2			6 x 1 1/2							24		7/16	24	7/16
Stem, if bar iron, moulding and thickness		6 x 1 1/2			6 x 1 1/2							24		7/16	24	7/16
,, if plate iron, breadth and thickness		6 x 3 1/4			6 x 3							24		7/16	24	7/16
Stern-post, if bar iron, moulding and thickness		21			21							24		7/16	24	7/16
Distance of Frames from moulding edge to moulding edge, all fore and aft		21			21							24		7/16	24	7/16
Frames, Size of Angle Iron, single or double ..		2 1/2	2 1/2	7/16	2 1/2	2 1/2	7/16					24		7/16	24	7/16
,, ,, Reversed Iron, if to every frame or every frame		2 1/2	2 1/2	7/16	2 1/2	2 1/2	7/16					24		7/16	24	7/16
Floors, depth and thickness of Floor Plate at mid line		-	12 1/2	7/16	-	12 1/2	7/16					24		7/16	24	7/16
Ditto ditto at Bilge Keelson		-	6	7/16	-	-	-					24		7/16	24	7/16
Size of Reversed Angle Iron, and No. <i>142</i> at top of Floor Plate		2 1/2	2 1/2	7/16	2 1/2	2 1/2	7/16					24		7/16	24	7/16
ns, Deck (N ^o . <i>38</i>) double Angle Iron, Plate, Tee, or Bulb Iron		-	6	7/16	-	5	7/16					24		7/16	24	7/16
,, double or single Angle Iron, on top edge		2 1/2	2 1/2	7/16	2 1/2	2 1/2	7/16					24		7/16	24	7/16
,, average space between		Alternate Frames										24		7/16	24	7/16
Hold, or Lower Deck (N ^o .) double Angle, Tee, Plate, or Bulb Iron		-	-	-	-	-	-					24		7/16	24	7/16
,, ,, double or single Angle Iron on edge		-	-	-	-	-	-					24		7/16	24	7/16
,, ,, average space between		-	-	-	-	-	-					24		7/16	24	7/16
,, Paddle, sided and moulded, thickness of Plate size of Angle Iron		-	-	-	-	-	-					24		7/16	24	7/16
,, Engine ,, ,, ,, ,,		-	-	-	-	-	-					24		7/16	24	7/16
Keelson, single or double plate, box, or intercostal		-	15	7/16	-	15	7/16					24		7/16	24	7/16
,, Size of Plates Bulb Iron		-	6	7/16	-	5	7/16					24		7/16	24	7/16
,, Size of Angle Irons		3	3	7/16	3	3	7/16					24		7/16	24	7/16
,, Side, single or d'ble, plate, box, or intercostal		-	-	-	-	-	-					24		7/16	24	7/16
,, Bilge (No. <i>1</i>) single, or double, plate, or box Bulb iron for 1/2 length		3	3	7/16	3	3	7/16					24		7/16	24	7/16
ransoms, material <i>plate</i> or, if none, in what manner compensated for.																
night-heads, and Hawse Timbers <i>plate</i>																
he Frames extend in one length from <i>Keel</i> to <i>gunwale</i>																
he reverse angle irons on the floors extend in one length across the middle line from <i>to above to the bilge, and on</i>																
,, ,, ,, on the frames ,, ,, ,, from <i>alternate</i> to <i>frames to upper deck</i>																
Keelson, how are the various lengths of plates or angle irons connected? <i>by bulb straps</i>																

Plates, Garboard, double ~~or~~ rivetted to keel, ^{and} double ~~or~~ at upper edge, with rivets ($\frac{7}{8} \times \frac{7}{8}$ ins.) diameter, averaging ($2\frac{1}{2} \times$ in.) apart.

„ Edges from Garboards to upper part of bilge, worked clencher, double ~~or single~~ rivetted ; with rivets ($\frac{7}{8}$ in.) diameter, averaging (2 ins.) apart.

„ Butts from Keel to turn of bilge, worked carvel with butt straps ($\frac{7}{16}$ & $\frac{9}{16}$) thick, double ~~or~~ single rivetted; with rivets ($\frac{7}{8}$ in.) diameter, averaging (2 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 living piece~~ () thick, or clencher, double ~~or single~~ rivetted; with rivets ($\frac{7}{8}$ in.) diameter, averaging (2 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 At lower edge double

„ Butts from bilge to planksheers, worked carvel¹ with butt straps ($\frac{9}{16}$ or $\frac{1}{2}$) thick, double ~~or~~ single rivetted; with rivets ($\frac{7}{8}$ in.) diameter, averaging (2 ins.) apart. Breadth of laps in double rivetting ($3 \frac{3}{4}$) Breadth of laps in single rivetting (\quad)

tt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted? double rivetted.

Planksheer, how secured to the plating of the sides } Explain by sketch }
Waterway " " planksheer and to the Beams } if necessary. } *Authe Waterway*

Deck Beams, how secured to the side? Welded knees rivetted to frames

old or Lower Deck ditto

Paddle " " _____ No. of breasthooks 3 crutches 3

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

Manufacturer's name or trade mark *Palmer & Larrow*

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

Builder's Signature *Am. Testic 4 1/2°* Surveyor's Signature *J. Harding*

Foundation

IRON 444-0235

7188 *Ln*

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? *solid long 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*

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.)

Tested at the "Sipton" proving machine. - Sig^d S. Ferguson Sep^r

N ^o .	She has SAILS.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule. <i>tons</i>	ANCHORS, &c.	N ^o .	Weight. Ex. Stock.	Test as per Certificate.	Wght req'd per Rule.	Test req'd per Rule. <i>tons</i>
	Fore Sails,	Chain	150	13/16	11.18.0.0	13/16	11 9/16	Bowers	1	4.1.5	6.13.3.0	4.0.0	6 5/8
	Fore Top Sails,								1	4.0.7	6.8.3.0	4.0.0	6 5/8
<i>one sent</i>	Fore Topmast Stay Sails	Hamper Stream Cable	40	9/16	—	9/16							
	Main Sails,	Hawser	90	6	—	6		Stream	1	1.3.1	—	1.3.0	<i>In</i>
	Main Top Sails,	Towlines	90	4	—	4							
		Warp	90	3 1/2	—			Kedges	1	1.0.7	—	1.0.0	<i>Shack</i>
	and	All of <i>good</i> quality.											
	Her Standing and Running Rigging	<i>is</i>											
		sufficient in size and <i>good</i> in quality.											
	She has <i>one life</i>	Long Boat and <i>one other</i>											
	The present state of the Windlass is <i>good</i>	Capstan											
		and Rudder <i>good</i>											
		Pumps <i>2 deck, engine &c</i>											

Order for Special Survey DATES of 1st. On the several parts of the frame, when in place, and before the plating was wrought
No. *680* Surveys held 2nd. On the plating during the progress of rivetting *Special*
Date *2^d Oct 1868* while building 3rd. When the beams were in and fastened, and before the decks were laid *Survey*
Order for Ordinary Survey as per 4th. When the ship was complete, and before the plating was finally coated
No. *—* Section 18. 5th. After the ship was launched

State if she has a Spar Deck _____ Poop _____ and or Forecastle _____

General Remarks,

This vessel has been built similar, in every respect, to the S. S. "Armide", report N^o 10885, and Classed A. 1.

In what manner are the surfaces preserved from oxidation? Inside *Portland Cement and Paint*
Ditto ditto Outside *Paint*

I am of opinion this Vessel should be Classed *A. 1.*

The amount of the Fee£ 2 : : : is received by me,

July 1869 Special£ 9 : 4 : :

Certificate (if required)£ : : :

Committee's Minute *9th July 1869*

Character assigned *A. 1.*

A. Hardinge
This Steam Steamer appears eligible for Classification as recommended.
See July 30/69