

IRON SHIPS.

Recd 5/7/69

No. 9644 Survey held at Amsterdam Date July 1st 1869
 on the Ship "Stockbridge" Master not appointed
 Tonnage under tonnage deck 1447.93 Built at Amsterdam When built 1869 Launched 15 May
 Ditto of quarter deck 85.55 By whom built Edwards & Co Owners Geo. Stanton
 Ditto of poop, fore-castle, or other erections on upper deck 1533.48 Port belonging to London Destined Voyage Amsterdam to Australia
 Ditto of spar deck 38.68 ~~Port~~ Surveyed while Building, Afloat, or in Dry Dock
 Gross tonnage, less crew space 1494.80

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.	N ^o . of Decks
(Dimensions of Ship per Register, length breadth depth)	<u>230.4</u>		<u>38.7</u>			<u>24.4</u>			<u>15-10 1/2</u>		<u>4</u>
Keel, if bar iron, depth and thickness	Inches in Ship.		Inches required per Rule.		Inches in Ship.		Inches required per Rule.		Plates in Garboard Strakes, breadth and thickness		
" if plate iron, breadth and thickness	<u>9 x 3</u>		<u>9 x 3</u>		<u>9 x 3</u>		<u>9 x 3</u>		<u>35 - 14 3/4</u>		
Stem, if bar iron, moulding and thickness	<u>9 x 3</u>		<u>9 x 3</u>		<u>9 x 3</u>		<u>9 x 3</u>		Ditto from Garboard to upper part of Bilges		
" if plate iron, breadth and thickness	<u>9 x 3</u>		<u>9 x 3</u>		<u>9 x 3</u>		<u>9 x 3</u>		<u>13 - 13</u>		
Stern-post, if bar iron, moulding and thickness	<u>9 x 3</u>		<u>9 x 3</u>		<u>9 x 3</u>		<u>9 x 3</u>		" 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	<u>9 x 3</u>		<u>9 x 3</u>		<u>9 x 3</u>		<u>9 x 3</u>		<u>12 - 12</u>		
Distance of Frames from moulding edge to moulding edge, all fore and aft	<u>24</u>		<u>24</u>		<u>24</u>		<u>24</u>		" from 3/4ths depth of Hold to lower edge of Sheerstrake		
Frames, Size of Angle Iron, single or double	<u>5 3 1/2</u>		<u>5 3 1/2</u>		<u>5 3 1/2</u>		<u>5 3 1/2</u>		" Sheerstrake, breadth and thickness		
" Reversed Iron, if to every frame or every frame	<u>3 1/2</u>		<u>3 1/2</u>		<u>3 1/2</u>		<u>3 1/2</u>		<u>39 - 13 1/2</u>		
Floors, depth and thickness of Floor Plate at mid line	<u>26</u>		<u>26</u>		<u>26</u>		<u>26</u>		Butt Straps to outside plating, breadth and thickness		
" Ditto ditto at Bilge Keelson	<u>13</u>		<u>13</u>		<u>13</u>		<u>13</u>		<u>11 1/2 - 14 1/2</u>		
" Size of Reversed Angle Iron, and No. 1 x 2 at top of Floor Plate	<u>3 1/2</u>		<u>3 1/2</u>		<u>3 1/2</u>		<u>3 1/2</u>		Gunwale Plate or Stringer on ends of Upper Deck Beams, breadth and thickness		
Beams, Deck (N ^o . 55) double Angle Iron, Plate, Tee, or Bulb Iron	<u>9 1/2</u>		<u>9 1/2</u>		<u>9 1/2</u>		<u>9 1/2</u>		<u>36 1/2 - 11 1/2</u>		
" double or single Angle Iron, on top edge	<u>3 1/2</u>		<u>3 1/2</u>		<u>3 1/2</u>		<u>3 1/2</u>		Angle Iron on ditto		
" average space between	<u>4 feet</u>		<u>4 feet</u>		<u>4 feet</u>		<u>4 feet</u>		<u>5 1/2 x 4 1/2 x 9 1/2</u>		
" Hold, or Lower Deck (N ^o . 52) double Angle, Tee, Plate, or Bulb Iron	<u>9 1/2</u>		<u>9 1/2</u>		<u>9 1/2</u>		<u>9 1/2</u>		Stringer or Tie Plates fore and aft, on Upper Deck Beams, outside Hatchways		
" double or single Angle Iron, on top edge	<u>3 1/2</u>		<u>3 1/2</u>		<u>3 1/2</u>		<u>3 1/2</u>		<u>13 - 11 1/2</u>		
" average space between	<u>4 feet</u>		<u>4 feet</u>		<u>4 feet</u>		<u>4 feet</u>		Diagonal Tie Plates on ditto		
" Paddle, sided and moulded, thickness of Plate size of Angle Iron	<u>3 1/2</u>		<u>3 1/2</u>		<u>3 1/2</u>		<u>3 1/2</u>		<u>13 - 11 1/2</u>		
" Engine	<u>22</u>		<u>22</u>		<u>22</u>		<u>22</u>		Planksheer, materials and scantlings		
Keelson, single or double plate, box, or intercostal	<u>20</u>		<u>20</u>		<u>20</u>		<u>20</u>		Waterway ditto ditto		
" Size of Plates	<u>18</u>		<u>18</u>		<u>18</u>		<u>18</u>		Flat of Upper Deck, thickness and material		
" Size of Angle Irons	<u>3 1/2</u>		<u>3 1/2</u>		<u>3 1/2</u>		<u>3 1/2</u>		<u>4 - 4</u>		
" Side, single or double, plate, box, or intercostal	<u>24</u>		<u>24</u>		<u>24</u>		<u>24</u>		" how fastened to Beams		
" Bilge (No. 2) at each Bilge, single, or double, plate, or box	<u>4</u>		<u>4</u>		<u>4</u>		<u>4</u>		Ceiling betwixt Decks and in Hold, thickness and material		
Transoms, material Plate or, if none, in what manner compensated for	<u>Plate</u>		<u>Plate</u>		<u>Plate</u>		<u>Plate</u>		<u>3 - 3</u>		
Knight-heads, and Hawse Timbers	<u>Plate</u>		<u>Plate</u>		<u>Plate</u>		<u>Plate</u>		Clamps or Spirketting ditto		
The Frames extend in one length from keel to Gunwale rivetted through plates with (1/4 in.) rivets, about (1/2) apart.	<u>1/2</u>		<u>1/2</u>		<u>1/2</u>		<u>1/2</u>		Stringer Plates on ends of Hold or Lower Deck Beams, breadth and thickness		
The reverse angle irons on the floors extend in one length across the middle line from to take angle on Hold beam	<u>1/2</u>		<u>1/2</u>		<u>1/2</u>		<u>1/2</u>		<u>24 - 11 1/2</u>		
" " on the frames " " " from to Stringer and alternately to deck	<u>1/2</u>		<u>1/2</u>		<u>1/2</u>		<u>1/2</u>		<u>13 - 11 1/2</u>		

Keelsons how are the various lengths of plates or angle irons connected? by butt straps
 Plates, Garboard, double or rivetted to keel, double or at upper edge, with rivets (1/4 in.) diameter, averaging (3 1/2 in.) apart.
 Edges from Garboards to upper part of bilge, worked clencher, double or single rivetted; with rivets (1/4 in.) diameter, averaging (3 1/2 in.) apart.
 Butts from Keel to turn of bilge, worked carvel with butt straps (1 1/2 in.) thick, double or single rivetted; with rivets (1/4 in.) diameter, averaging (3 1/2 in.) apart. Do the butt straps lap over and rivet through the lands of the strake below? Yes
 Edges from bilge to sheerstrake, worked carvel with a lining piece (1/4 in.) thick, or clencher, double or single rivetted; with rivets (1/4 in.) diameter, averaging (3 1/2 in.) apart. Do the butt straps lap over and rivet through the lands of the strake below? Yes
 Edges of Sheerstrake, double or single rivetted? At upper edge Single At lower edge Double
 Butts from bilge to planksheers, worked carvel with butt straps (1 1/2 in.) thick, double or single rivetted; with rivets (1/4 in.) diameter, averaging (3 1/2 in.) apart. Breadth of laps in double rivetting (5 1/2 in.) Breadth of laps in single rivetting (5 1/2 in.)
 Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted? Single
 Planksheer, how secured to the plating of the sides Explain by sketch See Section enclosed
 Waterway " planksheer and to the Beams if necessary.
 Deck Beams, how secured to the side? Welded to the plates
 Hold or Lower Deck ditto do
 Paddle " " No. of breasthooks Five crutches Four
 What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.? See Section enclosed
 Manufacturer's name or trade mark Palmer Best Tarnore Stockton
 We certify that the above is a correct description of the several particulars therein given.
 Builder's Signature Edwards Surveyor's Signature W. J. Luke

7200 £

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? very long
 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 one of Iron 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 appended. M.

No.	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.	Wght req'd per Rule.	Test req'd per Rule.
	Fore Sails,	Chain	300	1 7/8	63 1/4	1 7/8	63 1/4	Bowers	1	34.2.0	32	34.0.0	31 1/10
	Fore Top Sails,	Chain							1	34.2.0	32	34.0.0	31 1/10
	Fore Topmast Stay Sails	Hemp Stream Cable	60	1 1/2				Stream	1	30.2.0	29	28.3.17	27 1/10
	Main Sails,	Hawser	90	1 1/2									
	Main Top Sails,	Towlines	each	5 1/2				Kedges	1	6.2.1		6.3.0	
	and	Warp		4 1/2					1	3.1.7		3.1.0	
		All of <u>good</u> quality.											
	Her Standing and Running Rigging	<u>Galva-² Wire</u> Hemp sufficient in size and						<u>good</u> in quality.					
	She has	<u>one</u> Long Boat and <u>four</u> others											
	The present state of the Windlass is	<u>Iron</u> <u>Capstan</u> <u>two</u> Winches and Rudder <u>Complete</u> <u>two</u> of <u>Iron</u> <u>Pump</u> <u>two</u> of <u>Iron</u> <u>Patent</u>											

Order for Special Survey	DATES of	1st. On the several parts of the frame, when in place, and before the plating was wrought	<u>1st. 20th Dec 68</u>
No. <u>2164</u>	Surveys held	2nd. On the plating during the progress of rivetting	<u>2nd. 21st Dec 68</u>
Date <u>23rd Dec 68</u>	while building	3rd. When the beams were in and fastened, and before the decks were laid	<u>3rd. 24th Dec 68</u>
Order for Ordinary Survey	as per	4th. When the ship was complete, and before the plating was finally coated	<u>4th. 25th Dec 68</u>
No. _____	Section 18.	5th. After the ship was launched	<u>5th. 26th Dec 68</u>
Date _____			

State if she has a Spar Deck is Poop a small or Forecastle for Anchors

General Remarks,

Referring to the London Surveyor's remarks on this vessel and particularly of the 9th Jan last, I beg to observe that the plating forming the middle line for keelson is tapered to 1 1/2 of an inch, the same having been ordered according to the Builder's account, before the correspondence with the Committee took place.

She has diagonal tie plates fitted on the lower deck in way of each mast partner.

Is efficiently pillared in the Hold and lower decks with one to each beam for 2/3 the midship length, before & after the alternate beams, having 3 1/2 & 3 1/4 diameter. In other respects she is built in accordance with the enclosed midship section.

Testing Certificates of Chains and Anchors were produced issued from the Sunderland testing house, signed by J. Hartnups Esq; one Kedge Anchor is light 2 1/2 tons.

In what manner are the surfaces preserved from oxidation? Inside Red lead and Portland Cement Outside do. and J. J. Jones' patent

I am of opinion this Vessel should be Classed A

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

Special £ 74 : 14 : :

Certificate (if required) £ : : : :

Committee's Minute 6th July 1869

Character assigned

A

ATCP

{This vessel appears eligible for the A class 5 July 1869

Should the Committee see no objection to the tapering in box keelson
 Joseph Allen for Register
 please see light Kedge Anchor