

IRON SHIPS.

No. 2835 Survey held at Stockton Date Sept 1st 1869 to April 5th 1870
 on the Steamer "Annie Ainslie" Master Nicholson
 Tonnage under tonnage deck 695.36 Built at Stockton When built 1869-70 Launched Feb 16th 1870
 Ditto of poop, forecabin, or other erections on upper deck }
 Ditto of spar deck } 335.81
 Ditto of engine room } 329.94
 Gross tonnage, less } 984.82
 net space }
 Total Register tonnage, } 651.85
 as out on beam }
 net space 116.35
 By whom built Pearse & Co Owners Nelson, Donkin & Co
 Port belonging to London Destined Voyage Riga
 If Surveyed while Building, Afloat, or in Dry Dock While Building

Length aloft 205 Feet. Inches. 205 Extreme Breadth 30 Feet. Inches. 30 Depth from top of Upper Deck Beam to top of Floor 23 Feet. Inches. 23 Power of Engines 98 Horse. N^o. of Decks Two
 Dimensions of Ship per Register, length 205.15 breadth 30.3 depth 23.15

	Inches in Ship.	Inches required per Rule.	Inches in Ship.	Inches required per Rule.	Inches in Ship.	Inches required per Rule.	Inches in Ship.	Inches required per Rule.
Keel, if bar iron, depth and thickness	8 x 3	400 & 600	8 x 3	400 & 600	Plates in Garboard Strakes, breadth and thickness	12 x 1/10	30	1/10
" if plate iron, breadth and thickness	8 x 3	400 & 600	8 x 3	400 & 600	Ditto from Garboard to upper part of Bilges	9 x 1/10	-	1/10
Em, if bar iron, moulding and thickness	8 x 3	400 & 600	4 x 2 3/4	400 & 600	" from upper part of Bilge to a perpendicular height from upper side of Keel of 1/3 the entire depth of Hold	8 x 1/10	-	1/10
" if plate iron, breadth and thickness	8 x 3	400 & 600	4 x 2 3/4	400 & 600	" from 1/3 the depth of Hold to lower edge of Sheerstrake	4 x 1/10	-	1/10
tern-post, if bar iron, moulding and thickness	10 1/2 x 5	400 & 600	7 x 5 1/2	400 & 600	" Sheerstrake, breadth and thickness	10	1/10	30
" if plate iron, breadth and thickness	10 1/2 x 5	400 & 600	7 x 5 1/2	400 & 600	Butt Straps to outside plating, breadth and thickness	10 1/2 x 1/10	30	1/10
Distance of Frames from moulding edge to moulding edge, all fore and aft	21	400 & 600	21	400 & 600	Gunwale Plate or Stringer on ends of Upper Main Deck Beams, breadth and thickness	30	1/10	30
Frames, Size of Angle Iron, single or double	11 x 3	400 & 600	11 x 3	400 & 600	Angle Iron on ditto	11 x 3	400 & 600	400 & 600
Reversed Iron, 1/2 to every frame	3	400 & 600	3	400 & 600	Stringer or Tie Plates fore and aft, on Upper Main Deck Beams, outside Hatchways	11 x 3	400 & 600	400 & 600
Floors, depth and thickness of Floor Plate at mid line	22	400 & 600	22	400 & 600	Diagonal Tie Plates on 1/2 sds ditto	11 x 3	400 & 600	400 & 600
" Ditto ditto at Bilge Keelson	10	400 & 600	10	400 & 600	Planksheer, materials and scantlings	11 x 3	400 & 600	400 & 600
" Size of Reversed Angle Iron, and No. one at top of Floor Plate	3	400 & 600	3	400 & 600	Waterway ditto ditto	11 x 3	400 & 600	400 & 600
Beams, Deck (No. 58) double Angle Iron, Plate, Tee, or Bulb Iron	11 x 3	400 & 600	11 x 3	400 & 600	Flat of Upper Deck, thickness and material	3	400 & 600	400 & 600
" double or single Angle Iron, on upper edge	2 3/4 x 2 3/4	400 & 600	2 3/4 x 2 3/4	400 & 600	" how fastened to Beams	3	400 & 600	400 & 600
" average space between	42	400 & 600	42	400 & 600	Ceiling betwixt Decks and in Hold, thickness and material	2 1/2 x 3	400 & 600	400 & 600
" Hold, or Lower Deck (No. 102) double Angle, Tee, Plate, or Bulb Iron	11 x 3	400 & 600	11 x 3	400 & 600	Clamps or Spiketting ditto	2 1/2 x 3	400 & 600	400 & 600
" double or single Angle Iron on upper edge	3	400 & 600	3	400 & 600	Stringer Plates on ends of Hold or Lower Deck Beams, breadth and thickness	22 x 1/10	30	1/10
" average space between	see beam	400 & 600	see beam	400 & 600	Stringer or Tie Plates fore and aft outside Hatchways, on Hold or Lower Deck Beams	11 x 3	400 & 600	400 & 600
" Paddle, sided and moulded, thickness of Plate size of Angle Iron	see beam	400 & 600	see beam	400 & 600	Stringers in Hold	5 x 4 1/2 x 9/16	5 x 4 1/2 x 9/16	5 x 4 1/2 x 9/16
" Engine " " " " "	see beam	400 & 600	see beam	400 & 600	Flat of Lower Deck, thickness and material	5 x 4 1/2 x 9/16	5 x 4 1/2 x 9/16	5 x 4 1/2 x 9/16
Keelson, single or double plate, box, or intercostal	3 1/2	400 & 600	3 1/2	400 & 600	Main piece of Rudder, diameter at head	5 1/2	3	3
" Size of Plates	see beam	400 & 600	see beam	400 & 600	" " " at heel	3	3	3
" Size of Angle Irons	5	400 & 600	5	400 & 600	(Can the Rudder be unshipped afloat) Yes	3	3	3
" Side, single or double, plate, box, or intercostal	18	400 & 600	18	400 & 600	Bulkheads, No. 1 Thickness of	1/10	1/10	1/10
" Bilge (No. one) at each Bilge, single, or double, plate, or box angles	5	400 & 600	5	400 & 600	" Height up to Main Deck	1/10	1/10	1/10

Transoms, material Plating or, if none, in what manner compensated for.
 Knight-heads, and Hawse Timbers Angle irons and Plating
 The Frames extend in one length from Keel to gunwale rivetted through plates with (1/8 in.) rivets, about (16 in.) apart.
 The reverse angle irons on the floors extend in one length across the middle line from turn of bilge to turn of bilge
 " " " on the frames " " " from turn of bilge to Main & Spar Deck alternately
 Keelson, how are the various lengths of plates or angle irons connected? By Butt straps and angle irons shifted with 1/8 inch
 Plates, Garboard, double or rivetted to keel, double or at upper edge, with rivets (1/8 ins.) diameter, averaging (16 in.) apart.
 " Edges from Garboards to upper part of bilge, worked clench, double or single rivetted; with rivets (1/8 in.) diameter, averaging (2 1/2 ins.) apart.
 " Butts from Keel to turn of bilge, worked carvel with butt straps (1 1/10 : 9/16) thick, double or single rivetted; with rivets (1/8 in.) diameter, averaging (2 1/2 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 lining piece () thick, or clench, double or single rivetted; with rivets (3/4 in.) diameter, averaging (2 1/2 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 bulwarks at lower edge double
 " Butts from bilge to planksheers, worked carvel with butt straps (1/10 : 8/16) thick, double or single rivetted; with rivets (1/8 in.) diameter, averaging (2 1/2 ins.) apart. Breadth of laps in double rivetting (1 1/2) Breadth of laps in single rivetting (2 1/2)
 Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted? Double & treble rivetted
 Planksheer, how secured to the plating of the sides Explain by sketch } Butter
 Waterway " " planksheer and to the Beams { if necessary.
 Deck Beams, how secured to the side? By Beam ends turned and welded
 Hold or Lower Deck ditto ditto

Paddle " " No. of breasthooks Four 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 Stockton Malleable Co. & Co. & Co.
 We certify that the above is a correct description of the several particulars therein given.
 Builder's Signature M. Pearce Surveyor's Signature W. M. M. M.

1/10/46-0093

7862 In

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 pieces
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? Some 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.)

The Fore and Main Masts are of Iron plates $\frac{1}{16}$ at heads $\frac{5}{16}$ three angle irons $3 \times 3 \times \frac{3}{8}$ doubled for a feet where wedged, edges single rivetted and butts double & make rivetted.

N ^o .	She has SAILS.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	N ^o .	Weight. Ex. Stock.	Test as per Certificate.	Wght req'd per Rule.	Test req'd per Rule.
	Fore Sails,	Chain	240	1 1/2	10 1/2	1 1/2	10 1/2	Bowers	2	21-3-0	22-3-10	21	21 1/10
	Fore Top Sails,												
	Fore Topmast Stay Sails	Hamper Stream Cable	90	15/16		15/16							
	Main Sails,	Hawser	90	9		9		Stream	1	9-0-12		9-0-0	
	Main Top Sails,	Towlines	90	10		10							
		Warp	90	5 1/2		5 1/2		Kedges	2	54-2-0		11-2-0	
		All of good quality.	90	5 1/2		5 1/2						2-1-0	

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

She has Two Life Boats Long Boat and Three others

The present state of the Windlass is good Capstan good and Rudder good Pumps (5 of Metal) good

Order for Special Survey DATES of 1st. On the several parts of the frame, when in place, and before the plating was wrought Decr
No. 329 2d. On the plating during the progress of rivetting twice each week
Date Sept 24/89 while building 3rd. When the beams were in and fastened, and before the decks were laid during
Order for Ordinary Survey as per 4th. When the ship was complete, and before the plating was finally coated before dism
No. _____ 5th. After the ship was launched

State if she has a Spar Deck _____ Peep _____ or Forecastle _____

General Remarks,

X Has a Spar Deck - Frames to main and Spar Deck alternately.
Beams (9" x 5") Biler Iron $6 \frac{1}{2} \times \frac{1}{16}$ angles (double) on upper edge of ditto $2 \frac{1}{2} \times 2 \frac{1}{2} \times \frac{5}{16}$.
Space 12". Stringer plate on ditto $2 \frac{1}{2} \times \frac{5}{16}$ angles on ditto $2 \frac{1}{2} \times 2 \frac{1}{2} \times \frac{5}{16}$ & $3 \times 2 \frac{1}{2} \times \frac{5}{16}$.
Two plates outside Hatchways $10 \frac{1}{2} \times \frac{5}{16}$. Diagonal tie plates $10 \frac{1}{2} \times \frac{5}{16}$, four sets.
Sheer strakes $\frac{1}{16}$ at ends $\frac{1}{16}$, Topsides $\frac{1}{32}$. Rivets $\frac{5}{8}$, Space $2 \frac{1}{2}$. Deck $3 \frac{1}{2}$ y. Pins & fastened with G. S. N. B. $1 \frac{1}{2} \times \frac{5}{16}$.

X Fitted with Water Ballast Tanks forward and aft side planged plates $\frac{1}{16}$ girder plate $\frac{5}{16}$, angles $2 \frac{1}{2} \times 2 \frac{1}{2} \times \frac{5}{16}$. Knee plates $\frac{1}{16}$, top of tanks $\frac{1}{16}$. Ceiling on Tanks $2 \frac{1}{2}$ a. c. m.

Bilge Keels $4 \frac{1}{2} \times \frac{1}{16}$ angles $5 \frac{1}{2} \times 4 \frac{1}{2} \times \frac{5}{16}$ for about 4 1/2 feet Amships

Anchors & Chain Cables tested at the Sunderland Public Chain and Anchor Testing House 18th January 1890

John Hartness
Superintendent

In what manner are the surfaces preserved from oxidation? Inside With Cement & Paint
Ditto ditto Outside With Paint

I am of opinion this Vessel should be Classed B

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

Special £ 149 : 5 : 0
Certificate (if required) £ " : " : "

Committee's Minute 12th April 1890

Character assigned B

MC "Spar decked"
first double bottom

as recommended above, and to be
"other duties" and have double
bottom, in the Register Book
All April 1890