

IRON SHIPS.

No. 4047 Survey held at Grimby Date 7th March 1871

on the Screw Steamer "City of Ghent" Master James Snowden

Tonnage under tonnage deck 183.54 Built at Grimby When built 1871 Launched Jan'y 19th

Ditto of quarter deck 20.49 By whom built M^r Charlton Owners E^d Baunister & Co

Ditto of poop, fore-castle, or other erections on upper deck 65.29 Port belonging to Grimby Destined Voyage Ghent

Ditto of spar deck 190.44 If Surveyed while Building, Afloat, or in Dry Dock While Building & afloat

Ditto of engine room 125.15 Power of Engines 40 No. of Decks one

Gross tonnage, less crew space 125.15 Depth from top of Upper Deck Beam to top of Floor 9 9

Final Register tonnage, as cut on beam 125.15 Length aloft 135 4 Extreme Breadth 20 4

Dimensions of Ship per Register, length 135 breadth 20 depth 9

Keel, if bar iron, depth and thickness 6 x 1 1/2 Inches in Ship. Inches required per Rule, for 100 tons Scale. 6 x 1 1/2

Stem, if bar iron, moulding and thickness 6 x 1 1/2 " if plate iron, breadth and thickness 6 x 1 1/2

Fore-post, if bar iron, moulding and thickness 4 1/4 x 2 7/8 " " if plate iron, breadth and thickness 7 1/4 x 2 1/2

Distance of Frames from moulding edge to moulding edge, all fore and aft 21 21

Frames, Size of Angle Iron, single or double 2 1/2 2 1/2 5/16 2 1/2 2 1/2 5/16

Reversed Iron, if to every frame 2 1/4 2 1/4 5/16 2 1/4 2 1/4 5/16

Floors, depth and thickness of Floor Plate at mid line 12 x 5/16 12 x 5/16

Ditto ditto at Bilge Keelson 9 x 5/16 9 x 5/16

Size of Reversed Angle Iron, and No. one at top of Floor Plate 2 1/4 2 1/4 5/16 2 1/4 2 1/4 5/16

Beams, Deck (No. 40) double Angle Iron, Plate, Tee, or Butt Iron 5 3 7/16 5 3 7/16

double or single Angle Iron, on edge 5 3 7/16 5 3 7/16

average space between 42 42

Hold, or Lower Deck (No. one) double Angle, Tee, Plate, or Butt Iron 10 x 5/16 10 x 5/16

double or single Angle Iron on edge 9 1/2 x 7/16 9 1/2 x 7/16

average space between 3 3 5/16 3 3 5/16

Paddle, sided and moulded, thickness of Plate size of Angle Iron

Engine size of Angle Iron

Keelson, single or double plate, box, or intercostal 10 x 5/16 10 x 5/16

Size of Plates 9 1/2 x 7/16 9 1/2 x 7/16

Size of Angle Irons 3 3 5/16 3 3 5/16

Side, single or double, plate, box, or intercostal 3 3 5/16 3 3 5/16

Bilge (No. one) at each Bilge, single, or double, plate, or box 3 3 5/16 3 3 5/16

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 Gunnwale

The reverse angle irons on the floors extend in one length across the middle line from top of Bilge to top of bilge

on the frames from to top of Bilge

Keelson, how are the various lengths of plates or angle irons connected? Angle iron well shifted & Butts strapped

Plates, Garboard, double rivetted to keel, double or rivetted at upper edge, with rivets (5/8 ins.) diameter, averaging (3 1/2 ins.) apart.

Edges from Garboards to upper part of bilge, worked clencher, double or single rivetted; with rivets (5/8 in.) diameter, averaging (3 ins.) apart.

Butts from Keel to turn of bilge, worked carvel with butt straps (5/16) thick, double or single rivetted; with rivets (5/8 in.) diameter, averaging (2 1/2 ins.) apart.

Do the butt straps lap over and rivet through the lands of the strake below? Not in the top strake

Edges from bilge to sheerstrake, worked carvel with a lining piece (5/16) thick, or clencher, double or single rivetted; with rivets (5/8 in.) diameter, averaging (2 1/2 ins.) 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 Gunwale At lower edge double rivetted

Butts from bilge to planksheers, worked carvel with butt straps (5/16) thick, double or single rivetted; with rivets (5/8 in.) diameter, averaging (2 1/2 ins.) apart.

Breadth of laps in double rivetting (4) Breadth of laps in single rivetting (2 3/8)

Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted? Gunnwale straps double rivetted

Planksheer, how secured to the plating of the sides Explain by sketch

Waterway planksheer and to the Beams if necessary. Gutter waterway Cemented

Deck Beams, how secured to the side? Bracket knees rivetted to Beam and Frame angle iron

Hold or Lower Deck ditto

Paddle No. of breasthooks Two crutches 50

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

Manufacturer's name or trade mark M^r Sanson & Co & Westpool Malleable Iron Co

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

Builder's Signature Thomas Charlton Surveyor's Signature M^r Davidson

IRON 448-0171

8819 Iron

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? 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? A few in Butts at line of seams

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.

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.	W'ght req'd per Rule.	Test req'd per Rule.
1	Fore Sails,	Chain <u>studding</u> ...	90	1 1/8	<u>13.15</u>	<u>14/16</u>	<u>13 15/20</u>	Bowers	2	<u>5.3.0</u>	<u>8.4</u>	<u>5 3/4</u>	<u>8 1/2</u>
	Fore Top Sails,		90	1 1/8									
1	Fore Topmast Stay Sails	Hempen Stream Cable	30	1/2									
1	Main Sails,	Hawser	60	5				Stream	1	<u>2.0.0</u>		<u>2</u>	
1	Main Top Sails,	Towlines	75	5 1/2									
	and	Warp	90	3 1/2				Kedges	1	<u>1.0.5</u>		<u>1</u>	
		All of <u>good</u> quality.	100	3 1/2									
			90	2 1/2									
	Her Standing and Running Rigging <u>iron & hemp</u> sufficient in size and <u>good</u> in quality.												
	She has <u>Two Boats</u> Long Boat and <u>one fitted as Life Boat</u>												
	The present state of the Windlass is <u>good</u> Capstan <u>handles</u> and Rudder <u>good</u> Pumps <u>good</u>												

Order for Special Survey No. 111 DATES of Surveys held while building as per Section 18.
 Date 6th Dec 69
 Order for Ordinary Survey No. _____ Date _____
 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 8th Oct 1869
 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 Last Survey
 5th. After the ship was launched 7th March 1871
 State if she has a Spar Deck _____ Poop Yes or Forecastle No

General Remarks,

Certificates of anchors & chains from Retherton Proving House dated 28th 23 & 24 Dec 69 & signed by the Reader Superintendent
 One Bow anchor & 30 fms chain lost & replaced with 6 t 0. of anchor & stock tested to 8.6.1 & 30 fms 7/8 chain tested to 13 15/20 Tons
 Certificates from Retherton Proving House dated 1st March 1871 signed by the Reader Superintendent
 X The after Bulkhead at the upper part is reduced in thickness of plating to 3/16 but the lower part is much heavier than required by the rules & in addition the vessel is well strengthened by another partial Bulkhead before same extending above the light water mark. The plating of this vessel at the ends below the sheerstrakes is not reduced in thickness and all the double rivetting of edges is carried out fore & aft not rivetted to water line as per enclosed & passed midship section 100
 In what manner are the surfaces preserved from oxidation? Inside with Cement to top of Bulkheads with
 Ditto ditto Outside with paint

I am of opinion this Vessel should be Classed A 1 Circular No. 248

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

& 1/10th Special £ 9: 10: -

Certificate (if required) £ -: -: -

Committee's Minute 14th March 1871

Character assigned

A 1 (without remark)

M.C.

D.O.P.

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Davidson

This report is built in accordance with the sketch of midship section approved by the Committee & I concur in the opinion that she should be classed A 1 from 16/3/71