

# IRON SHIPS.

Rev 12/10/71

No. 11586 Survey held at North Shields Date, First Survey 31<sup>st</sup> Jan Last Survey 15<sup>th</sup> June 1871

On the "King Coal" Master John Chase

Tonnage under Tonnage Deck <u>147.25</u>	ONE, OR TWO DECKED, SPAR, OR AWNING-DECKED VESSELS.	THREE DECKED VESSELS.	Built at <u>North Shields</u>
Ditto of Third Spar, on Awning Deck <u>49.42</u>	Half moulded breadth <u>13.9</u>	Half Moulded Breadth....	When built <u>1871</u> Launched <u>April 24/71</u>
Ditto of Poop, on Raised Q. Dk. <u>38.26</u>	Depth from upper part of Keel to top of Upper Deck Beams <u>16.3</u>	Total Depth if three or more Decks .....	By whom built <u>Tell Smith</u>
Ditto of Houses on Deck .... <u>27.26</u>	Girth of Half Midship Frame (as per Rule) <u>26.7</u>	Total Girth of Half Midship Frame .....	Owners <u>E. Eccles &amp; Co</u>
Ditto of Forecastle <u>762.19</u>	1st Number <u>56.9</u>	3rd Number .....	Port belonging to <u>Newcastle</u>
ss Tonnage <u>34.40</u>	Length <u>207.2</u>	Length .....	Destined Voyage <u>Northern</u>
ss Space, per Rule <u>164.80</u>	2nd Number <u>11,789</u>	4th Number ....	If Surveyed while Building, Afloat, or in Dry Dock. <u>Whilst building</u>
ss Tonnage, as a <u>562.99</u>	Depths to Length, 13 under 14	Breadths to Length under 8	

Length on deck <u>207</u> Feet. <u>2</u> Inches.	Moulded Breadth, <u>27</u> Feet. <u>11</u> Inches.	Depths from top of Floors to Upper and Main Deck Beams, as per Rule .....	Feet. <u>14</u> Inches. <u>10</u>	Horse. <u>90</u>	N <sup>o</sup> . of Decks with flat laid <u>One</u>	N <sup>o</sup> . of Tiers of Beams <u>One</u>
Dimensions of Ship per Register, length, <u>209.0</u> breadth, <u>28.8</u> depth, <u>14.4</u>						
Keel, if bar iron, depth and thickness .....	Inches in Ship. <u>7 1/2 x 2 1/4</u>	Inches required per Rule. <u>7 1/2 x 2 1/4</u>	Flat Keel Plates, breadth and thickness .....			
Do. if centre through plate, depth and thickness .....	<u>7 x 2 1/4</u>	<u>7 x 2 1/4</u>	Plates in Garboard Strakes, breadth and thickness <u>30</u> <u>9</u> <u>30</u> <u>9</u>			
Do. if bar iron, moulding and thickness .....	<u>7 1/2 x 4 1/2</u>	<u>7 1/2 x 4 1/2</u>	Do. from Garboard to upper part of Bilges .. <u>8</u> <u>8</u>			
Do. if bar iron, moulding and thickness .....	<u>22</u>	<u>22</u>	Do. of doubling at Bilge, or increased thickness, and length applied <u>10</u> <u>10</u>			
Do. if bar iron, moulding and thickness .....	<u>3 1/2</u> <u>3</u> <u>6</u> <u>3 1/2</u> <u>3</u> <u>6</u>	<u>3 1/2</u> <u>3</u> <u>6</u> <u>3 1/2</u> <u>3</u> <u>6</u>	Do. from up. part of Bilge to l. edge of Sh'rstake <u>30</u> <u>7</u> <u>30</u> <u>7</u>			
Do. if bar iron, moulding and thickness .....	<u>2 1/2</u> <u>2 1/2</u> <u>5</u> <u>2 1/2</u> <u>2 1/2</u> <u>5</u>	<u>2 1/2</u> <u>2 1/2</u> <u>5</u> <u>2 1/2</u> <u>2 1/2</u> <u>5</u>	Do. Main Sheerstrake, breadth and thickness <u>30</u> <u>12</u> <u>30</u> <u>12</u>			
Do. if bar iron, moulding and thickness .....	<u>18</u> <u>7</u> <u>18</u> <u>7</u>	<u>18</u> <u>7</u> <u>18</u> <u>7</u>	Do. of doubling at Sh'rstake, & length applied .....			
Do. if bar iron, moulding and thickness .....	<u>18</u> <u>6</u> <u>18</u> <u>6</u>	<u>18</u> <u>6</u> <u>18</u> <u>6</u>	Do. from Mn. to Up. or Spar Dk. Sh'rstake. ....			
Do. if bar iron, moulding and thickness .....	<u>7</u> <u>7</u> <u>7</u> <u>7</u>	<u>7</u> <u>7</u> <u>7</u> <u>7</u>	Do. Up. or Spar Dk. Sh'rstake, breadth & thickness .....			
Do. if bar iron, moulding and thickness .....	<u>2 1/2</u> <u>2 1/2</u> <u>5</u> <u>2 1/2</u> <u>2 1/2</u> <u>5</u>	<u>2 1/2</u> <u>2 1/2</u> <u>5</u> <u>2 1/2</u> <u>2 1/2</u> <u>5</u>	Butt Straps to outside plating, breadth & thickness <u>8 1/2</u> <u>7.8.9</u> <u>8 1/2</u> <u>7.8.9</u>			
Do. if bar iron, moulding and thickness .....	<u>3 1/2</u> <u>3</u> <u>6</u> <u>3 1/2</u> <u>3</u> <u>6</u>	<u>3 1/2</u> <u>3</u> <u>6</u> <u>3 1/2</u> <u>3</u> <u>6</u>	Lengths of Plating .....			
Do. if bar iron, moulding and thickness .....	<u>18</u> <u>7</u> <u>18</u> <u>7</u>	<u>18</u> <u>7</u> <u>18</u> <u>7</u>	Shifts of Plating, and Stringers .....			
Do. if bar iron, moulding and thickness .....	<u>18</u> <u>6</u> <u>18</u> <u>6</u>	<u>18</u> <u>6</u> <u>18</u> <u>6</u>	Gunwale Plate on ends of Awning Spar, or Upper Deck Beams, breadth and thickness <u>52</u> <u>8</u> <u>41</u> <u>10</u>			
Do. if bar iron, moulding and thickness .....	<u>7</u> <u>7</u> <u>7</u> <u>7</u>	<u>7</u> <u>7</u> <u>7</u> <u>7</u>	Angle Iron on ditto .....			
Do. if bar iron, moulding and thickness .....	<u>2 1/2</u> <u>2 1/2</u> <u>5</u> <u>2 1/2</u> <u>2 1/2</u> <u>5</u>	<u>2 1/2</u> <u>2 1/2</u> <u>5</u> <u>2 1/2</u> <u>2 1/2</u> <u>5</u>	Tie Plates (fore and aft), outside Hatchways .....			
Do. if bar iron, moulding and thickness .....	<u>3 1/2</u> <u>3</u> <u>6</u> <u>3 1/2</u> <u>3</u> <u>6</u>	<u>3 1/2</u> <u>3</u> <u>6</u> <u>3 1/2</u> <u>3</u> <u>6</u>	Diagonal Tie Plates on Beams (No. of Pairs, ) <u>17</u> <u>8</u> <u>17</u> <u>8</u>			
Do. if bar iron, moulding and thickness .....	<u>18</u> <u>7</u> <u>18</u> <u>7</u>	<u>18</u> <u>7</u> <u>18</u> <u>7</u>	Planksheer material and scantling .....			
Do. if bar iron, moulding and thickness .....	<u>18</u> <u>6</u> <u>18</u> <u>6</u>	<u>18</u> <u>6</u> <u>18</u> <u>6</u>	Waterways do. do. ....			
Do. if bar iron, moulding and thickness .....	<u>7</u> <u>7</u> <u>7</u> <u>7</u>	<u>7</u> <u>7</u> <u>7</u> <u>7</u>	Flat of Upper Deck do. do. ....			
Do. if bar iron, moulding and thickness .....	<u>2 1/2</u> <u>2 1/2</u> <u>5</u> <u>2 1/2</u> <u>2 1/2</u> <u>5</u>	<u>2 1/2</u> <u>2 1/2</u> <u>5</u> <u>2 1/2</u> <u>2 1/2</u> <u>5</u>	How fastened to Beams .....			
Do. if bar iron, moulding and thickness .....	<u>3 1/2</u> <u>3</u> <u>6</u> <u>3 1/2</u> <u>3</u> <u>6</u>	<u>3 1/2</u> <u>3</u> <u>6</u> <u>3 1/2</u> <u>3</u> <u>6</u>	Stringer Plate on ends of Main or Middle Deck .....			
Do. if bar iron, moulding and thickness .....	<u>18</u> <u>7</u> <u>18</u> <u>7</u>	<u>18</u> <u>7</u> <u>18</u> <u>7</u>	Beams, breadth and thickness <u>28 1/2</u> <u>9</u> <u>38 1/2</u> <u>7</u>			
Do. if bar iron, moulding and thickness .....	<u>18</u> <u>6</u> <u>18</u> <u>6</u>	<u>18</u> <u>6</u> <u>18</u> <u>6</u>	(Is the Stringer Plate attached to the outside plating?) <u>Yes</u>			
Do. if bar iron, moulding and thickness .....	<u>7</u> <u>7</u> <u>7</u> <u>7</u>	<u>7</u> <u>7</u> <u>7</u> <u>7</u>	Angle Irons on ditto (No. <u>3</u> ) .....			
Do. if bar iron, moulding and thickness .....	<u>2 1/2</u> <u>2 1/2</u> <u>5</u> <u>2 1/2</u> <u>2 1/2</u> <u>5</u>	<u>2 1/2</u> <u>2 1/2</u> <u>5</u> <u>2 1/2</u> <u>2 1/2</u> <u>5</u>	Tie Plates, outside Hatchways .....			
Do. if bar iron, moulding and thickness .....	<u>3 1/2</u> <u>3</u> <u>6</u> <u>3 1/2</u> <u>3</u> <u>6</u>	<u>3 1/2</u> <u>3</u> <u>6</u> <u>3 1/2</u> <u>3</u> <u>6</u>	Diagonal Tie Plates on Beams (No. of pairs, ) <u>17</u> <u>8</u> <u>17</u> <u>8</u>			
Do. if bar iron, moulding and thickness .....	<u>18</u> <u>7</u> <u>18</u> <u>7</u>	<u>18</u> <u>7</u> <u>18</u> <u>7</u>	Waterways materials and scantlings .....			
Do. if bar iron, moulding and thickness .....	<u>18</u> <u>6</u> <u>18</u> <u>6</u>	<u>18</u> <u>6</u> <u>18</u> <u>6</u>	Flat of Middle Deck do. do. ....			
Do. if bar iron, moulding and thickness .....	<u>7</u> <u>7</u> <u>7</u> <u>7</u>	<u>7</u> <u>7</u> <u>7</u> <u>7</u>	How fastened to Beams .....			
Do. if bar iron, moulding and thickness .....	<u>2 1/2</u> <u>2 1/2</u> <u>5</u> <u>2 1/2</u> <u>2 1/2</u> <u>5</u>	<u>2 1/2</u> <u>2 1/2</u> <u>5</u> <u>2 1/2</u> <u>2 1/2</u> <u>5</u>	Stringer Plates on ends of Lower Deck, Hold or Orlop Beams .....			
Do. if bar iron, moulding and thickness .....	<u>3 1/2</u> <u>3</u> <u>6</u> <u>3 1/2</u> <u>3</u> <u>6</u>	<u>3 1/2</u> <u>3</u> <u>6</u> <u>3 1/2</u> <u>3</u> <u>6</u>	(Is the Stringer Plate attached to the outside plating?) <u>Yes</u>			
Do. if bar iron, moulding and thickness .....	<u>18</u> <u>7</u> <u>18</u> <u>7</u>	<u>18</u> <u>7</u> <u>18</u> <u>7</u>	Angle Irons on ditto (No. ) .....			
Do. if bar iron, moulding and thickness .....	<u>18</u> <u>6</u> <u>18</u> <u>6</u>	<u>18</u> <u>6</u> <u>18</u> <u>6</u>	Stringer or Tie Plates, outside Hatchways .....			
Do. if bar iron, moulding and thickness .....	<u>7</u> <u>7</u> <u>7</u> <u>7</u>	<u>7</u> <u>7</u> <u>7</u> <u>7</u>	Flat of Lower Deck .....			
Do. if bar iron, moulding and thickness .....	<u>2 1/2</u> <u>2 1/2</u> <u>5</u> <u>2 1/2</u> <u>2 1/2</u> <u>5</u>	<u>2 1/2</u> <u>2 1/2</u> <u>5</u> <u>2 1/2</u> <u>2 1/2</u> <u>5</u>	Ceiling betwixt Decks, thickness and material <u>2 1/2</u> <u>2 1/2</u> <u>2 1/2</u> <u>2 1/2</u>			
Do. if bar iron, moulding and thickness .....	<u>3 1/2</u> <u>3</u> <u>6</u> <u>3 1/2</u> <u>3</u> <u>6</u>	<u>3 1/2</u> <u>3</u> <u>6</u> <u>3 1/2</u> <u>3</u> <u>6</u>	Do. in hold do. do. ....			
Do. if bar iron, moulding and thickness .....	<u>18</u> <u>7</u> <u>18</u> <u>7</u>	<u>18</u> <u>7</u> <u>18</u> <u>7</u>	Main piece of Rudder, diameter at head <u>4 3/4</u> <u>4 3/4</u>			
Do. if bar iron, moulding and thickness .....	<u>18</u> <u>6</u> <u>18</u> <u>6</u>	<u>18</u> <u>6</u> <u>18</u> <u>6</u>	Do. do. at heel <u>2 1/4</u> <u>2 1/4</u>			
Do. if bar iron, moulding and thickness .....	<u>7</u> <u>7</u> <u>7</u> <u>7</u>	<u>7</u> <u>7</u> <u>7</u> <u>7</u>	(Can the Rudder be unshipped afloat?) <u>Yes</u>			
Do. if bar iron, moulding and thickness .....	<u>2 1/2</u> <u>2 1/2</u> <u>5</u> <u>2 1/2</u> <u>2 1/2</u> <u>5</u>	<u>2 1/2</u> <u>2 1/2</u> <u>5</u> <u>2 1/2</u> <u>2 1/2</u> <u>5</u>	Bulkheads No. <u>4</u> Thickness of <u>7/16</u>			
Do. if bar iron, moulding and thickness .....	<u>3 1/2</u> <u>3</u> <u>6</u> <u>3 1/2</u> <u>3</u> <u>6</u>	<u>3 1/2</u> <u>3</u> <u>6</u> <u>3 1/2</u> <u>3</u> <u>6</u>	Do. Height up <u>main deck</u>			
Do. if bar iron, moulding and thickness .....	<u>18</u> <u>7</u> <u>18</u> <u>7</u>	<u>18</u> <u>7</u> <u>18</u> <u>7</u>	Do. How secured to the sides of the ship <u>double frames</u>			
Do. if bar iron, moulding and thickness .....	<u>18</u> <u>6</u> <u>18</u> <u>6</u>	<u>18</u> <u>6</u> <u>18</u> <u>6</u>	Do. Size of Vertical Angle Irons, <u>3 1/2</u> and their distance apart, <u>30"</u>			
Do. if bar iron, moulding and thickness .....	<u>7</u> <u>7</u> <u>7</u> <u>7</u>	<u>7</u> <u>7</u> <u>7</u> <u>7</u>	Do. Are the outside Plates doubled two spaces of Frames in length? <u>Yes</u>			
Do. if bar iron, moulding and thickness .....	<u>2 1/2</u> <u>2 1/2</u> <u>5</u> <u>2 1/2</u> <u>2 1/2</u> <u>5</u>	<u>2 1/2</u> <u>2 1/2</u> <u>5</u> <u>2 1/2</u> <u>2 1/2</u> <u>5</u>	The Frames extend in one length from <u>keel</u> to <u>summit</u> Riveted through plates with ( <u>3/4</u> in.) Rivets, about <u>6"</u> apart.			
Do. if bar iron, moulding and thickness .....	<u>3 1/2</u> <u>3</u> <u>6</u> <u>3 1/2</u> <u>3</u> <u>6</u>	<u>3 1/2</u> <u>3</u> <u>6</u> <u>3 1/2</u> <u>3</u> <u>6</u>	The Reverse Angle Irons on the floors and frames extend <u>from keel</u> to <u>summit</u> and to <u>summit</u> alternately			
Do. if bar iron, moulding and thickness .....	<u>18</u> <u>7</u> <u>18</u> <u>7</u>	<u>18</u> <u>7</u> <u>18</u> <u>7</u>	Keelsons. Are the various lengths of Plates and Angle Irons properly connected? <u>Yes</u> And are their butts properly shifted? <u>Yes</u>			
Do. if bar iron, moulding and thickness .....	<u>18</u> <u>6</u> <u>18</u> <u>6</u>	<u>18</u> <u>6</u> <u>18</u> <u>6</u>	Plates, Garboard, double <u>Yes</u> Riveted to Keel, double <u>Yes</u> at upper edge, with Rivets ( <u>1/8</u> in.) diameter, averaging ( <u>3</u> ins.) from centre to centre.			
Do. if bar iron, moulding and thickness .....	<u>7</u> <u>7</u> <u>7</u> <u>7</u>	<u>7</u> <u>7</u> <u>7</u> <u>7</u>	Do. Edges from Garboards to upper part of Bilge, worked Clencher, double <u>Yes</u> Riveted; with Rivets ( <u>3/4</u> in.) diameter, averaging ( <u>3</u> ins.) from centre to centre.			
Do. if bar iron, moulding and thickness .....	<u>2 1/2</u> <u>2 1/2</u> <u>5</u> <u>2 1/2</u> <u>2 1/2</u> <u>5</u>	<u>2 1/2</u> <u>2 1/2</u> <u>5</u> <u>2 1/2</u> <u>2 1/2</u> <u>5</u>	Do. Butts from Keel to turn of Bilge, worked carvel with butt straps to strakes ( <u>3/8</u> ) thick, double <u>Yes</u> Riveted; with Rivets ( <u>3/4</u> in.) diameter averaging ( <u>3</u> ins.) from centre to centre. Do the Butt Straps lay over and Rivet through the lands of the strakes above or below? <u>No</u>			
Do. if bar iron, moulding and thickness .....	<u>3 1/2</u> <u>3</u> <u>6</u> <u>3 1/2</u> <u>3</u> <u>6</u>	<u>3 1/2</u> <u>3</u> <u>6</u> <u>3 1/2</u> <u>3</u> <u>6</u>	Do. of <u>2</u> Strakes at Bilge for <u>half</u> length, treble riveted with Butt Straps <u>1/16</u> thicker than their plates.			
Do. if bar iron, moulding and thickness .....	<u>18</u> <u>7</u> <u>18</u> <u>7</u>	<u>18</u> <u>7</u> <u>18</u> <u>7</u>	Do. Edges from bilge to Main Sheerstrake, worked carvel with a lining piece ( ) thick, or clencher, double or single riveted; with rivets ( <u>3/4</u> in.) diameter, averaging ( <u>3</u> ins.) from centre to centre.			
Do. if bar iron, moulding and thickness .....	<u>18</u> <u>6</u> <u>18</u> <u>6</u>	<u>18</u> <u>6</u> <u>18</u> <u>6</u>	Do. Edges of Sheerstrake, Main, double or single Riveted. Upper, double or single Riveted. At upper edge <u>single</u> At lower edge <u>double</u>			
Do. if bar iron, moulding and thickness .....	<u>7</u> <u>7</u> <u>7</u> <u>7</u>	<u>7</u> <u>7</u> <u>7</u> <u>7</u>	Do. Butts from Bilge to Main Sheerstrake, worked Carvel with Butt Straps ( <u>7/16</u> ) thick, double or single Riveted; with Rivets ( <u>3/4</u> in.) diameter, averaging ( <u>3</u> ins.) from centre to centre.			
Do. if bar iron, moulding and thickness .....	<u>2 1/2</u> <u>2 1/2</u> <u>5</u> <u>2 1/2</u> <u>2 1/2</u> <u>5</u>	<u>2 1/2</u> <u>2 1/2</u> <u>5</u> <u>2 1/2</u> <u>2 1/2</u> <u>5</u>	Do. Butts of Main Sheerstrake, double or treble Riveted. & Butts of Upper or Spar Sheerstrake, and Upper Deck Stringer Plate, double or treble Riveted for <u>1/2</u> length amidships. Breadth of laps of plating in double Riveting ( <u>4 1/2</u> ) Breadth of laps of plating in single Riveting ( <u>2 1/2</u> )			
Do. if bar iron, moulding and thickness .....	<u>3 1/2</u> <u>3</u> <u>6</u> <u>3 1/2</u> <u>3</u> <u>6</u>	<u>3 1/2</u> <u>3</u> <u>6</u> <u>3 1/2</u> <u>3</u> <u>6</u>	Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? <u>double riveted</u>			
Do. if bar iron, moulding and thickness .....	<u>18</u> <u>7</u> <u>18</u> <u>7</u>	<u>18</u> <u>7</u> <u>18</u> <u>7</u>	Planksheer, how secured to the plating of the sides. Waterway, how secured to the planksheer and to the Beams. (Explain by Sketch, if necessary.)			
Do. if bar iron, moulding and thickness .....	<u>18</u> <u>6</u> <u>18</u> <u>6</u>	<u>18</u> <u>6</u> <u>18</u> <u>6</u>	Beams of the various Decks, how secured to the sides? <u>turned down</u> No. of Breasthooks, <u>four</u> Crutches, <u>three</u>			
Do. if bar iron, moulding and thickness .....	<u>7</u> <u>7</u> <u>7</u> <u>7</u>	<u>7</u> <u>7</u> <u>7</u> <u>7</u>	What description of Iron is used for the Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.?			
Do. if bar iron, moulding and thickness .....	<u>2 1/2</u> <u>2 1/2</u> <u>5</u> <u>2 1/2</u> <u>2 1/2</u> <u>5</u>	<u>2 1/2</u> <u>2 1/2</u> <u>5</u> <u>2 1/2</u> <u>2 1/2</u> <u>5</u>	Manufacturer's name or trade mark, <u>Angle &amp; Bulb Iron</u> <u>John Wilson &amp; Co. Plate Consultants</u>			
We certify that the above is a correct description of the several particulars therein given.						
Builder's Signature, <u>for Thos Wm Smith</u> Surveyor's Signature, <u>Wm Royal</u>						

IRON 449-0352



944/1800

**Workmanship.** Are the butts of plating planed or otherwise fitted? Planed  
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 single pieces  
Do the holes for riveting 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 plate and punched from the faying surfaces? Yes  
Are there any rivets which either break into or have been put through the seams or butts of the plating? Very 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 riveting, quality of Materials, and if stamped with Maker's name.  
State also Length and Diameter of Lower Masts and Bowsprit Four main masts 60 ft x 24 in

N <sup>o</sup> .	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	N <sup>o</sup> .	Weight. Ex. Stock.	Test as per Certificate.	Wt req'd per Rule.	Test req'd per Rule.
					J. C.								
	Fore Sails,	Chain .....	270	1 3/4	34.0.0.0	1 5/16	31	Bowers ....	1	17.0.26	19.5.0.0	15.1.0	16 1/2
	Fore Top Sails,	(State Machine where Tested, and name of Superintendent).							1	16.3.24	18.5.0.0	15.1.0	
	Fore Topmast Stay Sails	Hempen Stream Cable	90	8				(State Machine where Tested, and name of Superintendent).	1	15.0.21	18.4.1.14	12.3.24	14 3/4
	Main Sails,	Hawser	90	7 1/8				Stream ....	1	7.0.0		6.2.0	
	Main Top Sails,	Towlines ....						Kedges ....	1	3.2.4		3.1.0	
	and	Warp .....	90	5					1	1.3.4		1.3.0	
		All of good quality.											

Her Standing and Running Rigging Wire Lamps sufficient in size and good in quality. She has one Life Long Boat and three others  
The present state of the Windlass is Seamless Capstan brass and Rudder good Pumps good

Engine Room Skylights.—How constructed? Iron coverings How secured in ordinary weather? Shutters with thick glass  
What arrangements are there for deadlights in such for bad weather? Solid shutters & Bull's eyes

Coal Bunker Openings.—How constructed? Iron pipes How are lids secured? Shut & bars How high above deck? 2 inches

Scuppers, &c.—What arrangements are there beyond the scuppers on deck, for clearing upper deck of water, in case of a sea coming on board? Eight ports on each side

Cargo Hatchways.—How formed? Iron coverings State size 15.9 x 9 & 19 x 9.4  
If of extraordinary size, state how framed and secured? Ordinary size

What arrangement for shifting beams? Four & afters only  
Hatches, themselves, whether strong and efficient? Yes Main Hatchways.—State size 19 x 9.4

Order for Special Survey No. 799 DATES of 1st. On the several parts of the frame, when in place, and before the plating was wrought  
Date 20 Nov. 1870 Surveys held 2nd. On the plating during the progress of riveting Built under  
Order for Ordinary Survey No. — while building 3rd. When the beams were in and fastened, and before the decks were laid  
Date — as per 4th. When the ship was complete, and before the plating was finally coated or cemented Special Sur  
No. 49 in builder's yard. Section 18. 5th. After the ship was launched and equipped

**General Remarks,**  
This vessel has a double bottom in the fore & after  
11000 of the unwatered length of 130 feet. The inner  
bottom is 5/16 thick. The flange plates at the bilges  
are carried continuously fore and aft, secured  
with outside plating with angle iron 3 x 3 x 7/16 and  
with longitudinal angle iron on inside edge of the  
same.  
Length of poop 30 feet  
Forecastle 32  
Not eligible to be noted "At double bottom."  
This vessel has been built in accordance with the  
Rules previous to the last alterations.

State if one, two or three decked vessel, or if spar or awning decked, and lengths of poop, forecabin or raised quarter deck, or of double or part double bottom.

In what manner are the surfaces preserved from oxidation? Inside Paint Outside Paint

I am of opinion this Vessel should be Classed 90A1

The amount of the Entry Fee .....£ 5: 0: 0 is received by me,  
Special .....£ 36: 8: 0  
Certificate .....£ 0: 0: 0

(Travelling Expenses)  
(if any) £ —

Committee's Minute 13<sup>th</sup> October 1871

Character assigned 90A1

