

# IRON SHIPS.

Rules 1871

No. 10267 Survey held at Sunderland Date, First Survey July 28 Last Survey Sept. 26 1871

On the Screw Steamer "Pickwick" Master Thos. Hunter

Tonnage under Tonnage Deck } <u>899.45</u>	ONE, OR TWO DECKED, SPAR, OR AWNING-DECKED VESSELS.	THREE DECKED VESSELS.	Built at <u>Sunderland</u>
of Third Spar, or Awning Deck. } <u>213.31</u>	Half moulded breadth . . . . . <u>15.4</u>	Half Moulded Breadth . . . . .	When built <u>1841</u> Launched <u>August 1871</u>
Ditto of Poop, or <u>27.86</u>	Depth from upper part of Keel to top of Upper Deck Beams . . . . . <u>19.4</u>	Total Depth if three or more Decks . . . . .	By whom built <u>Thos. Pile &amp; Co</u>
Ditto of Houses on Deck . . . . .	Girth of Half Midship Frame (as per Rule) . . . . . <u>30.5</u>	Total Girth of Half Midship Frame . . . . .	Owners <u>G. Bell &amp; Co</u>
Ditto of Forecastle <u>27.86</u>	1st Number . . . . . <u>15.5</u>	3rd Number . . . . .	Port belonging to <u>North Shields</u>
Gross Tonnage <u>1140.62</u>	Length . . . . . <u>229.5</u>	Length . . . . .	Destined Voyage <u>Alexandria</u>
Crew Space, as per Rule } <u>45.4</u>	2nd Number . . . . . <u>14.5</u>	4th Number . . . . .	Surveyed while Building, Afloat, or in Dry Dock.
Register Tonnage cut on Beam <u>365.0</u>	Depths to Length . . . . .	Breadths to Length . . . . .	
Engine Room <u>230.58</u>			

Length on deck as per Rule, Feet. Inches.	Moulded Breadth, Feet. Inches.	Depths from top of Floors to Upper and Main Deck Beams, as per Rule, Feet. Inches.	Power of Engines, Horse.	N <sup>o</sup> . of Decks with flat laid	N <sup>o</sup> . of Tiers of Beams
<u>229.5</u>	<u>30.10</u>	<u>19.4</u>	<u>110</u>	<u>One</u>	
Dimensions of Ship per Register, length, <u>229.5</u> breadth, <u>30.15</u> depth, <u>17.5</u>					
Keel, if bar iron, depth and thickness . . . . .	<u>8 x 2 1/2</u>	<u>8 x 2 3/8</u>			
Do. if centre through plate, depth and thickness . . . . .					
Stern-post for Rudder do. do. . . . .	<u>4 1/2 x 2 1/2</u>	<u>7 1/2 x 2 3/8</u>			
Stern-post for Propeller . . . . .	<u>8 x 4</u>	<u>7 1/2 x 4 3/8</u>			
Distance of Frames from moulding edge to moulding edge, all fore and aft . . . . .	<u>23</u>	<u>23</u>			
Frames, size of Angle Iron, for 1/2 length amidships	<u>4 x 3</u>	<u>4 x 3</u>			
Do. for 1/4 at each end . . . . .	<u>4 x 3</u>	<u>4 x 3</u>			
Reversed Frames, size of Angle Iron . . . . .	<u>3 x 3</u>	<u>3 x 3</u>			
Floors, depth and thickness of Floor Plate at mid line for half the length amidships . . . . .	<u>20</u>	<u>18 1/2</u>			
Do. at the ends . . . . .	<u>1 1/2</u>	<u>1 1/2</u>			
Do. do. do. at Bilge Keelson					
Do. height extended at the Bilges . . . . .	<u>double</u>	<u>double</u>			
Beams, Upper, Spar, or Awning Deck (No. <u>10</u> )	<u>4 x 7 1/2</u>	<u>7 x 8</u>			
Single or double Angle Iron, Plate or Tee Bulb Iron . . . . .	<u>2 3/4</u>	<u>3 1/2</u>			
Single or double Angle Iron on Upper edge . . . . .	<u>3 1/2</u>	<u>3 1/2</u>			
Average space . . . . .	<u>10</u>	<u>10</u>			
Beams, Main or Middle Deck (No. ) single, or double Angle Iron, Plate or Tee Bulb Iron					
Single, or double Angle Iron, on Upper Edge . . . . .					
Average space . . . . .					
Beams, Lower Deck, Hold or Orlop (No. <u>16</u> )	<u>4 x 7 1/2</u>	<u>7 x 8</u>			
Single or double Angle Iron, Plate or Tee Bulb Iron	<u>2 3/4</u>	<u>3 1/2</u>			
Single or double Angle Iron on Upper Edge . . . . .	<u>3 1/2</u>	<u>3 1/2</u>			
Average space . . . . .	<u>10</u>	<u>10</u>			
Keelson Centre line, single or double plate, or Intercoastal, size of Plates . . . . .	<u>20</u>	<u>18 1/2</u>			
Do. Bulb Plate to Intercoastal Keelson . . . . .	<u>10</u>	<u>10</u>			
Do. Size of Angle Irons . . . . .	<u>4 x 5</u>	<u>5 3/2</u>			
Do. Side Intercoastal Keelson, size of Plates . . . . .	<u>4 x 5</u>	<u>5 3/2</u>			
Do. Angle Irons on tops of Floors . . . . .	<u>4 x 5</u>	<u>5 3/2</u>			
Do. Bilge Keelson, Bulb Iron . . . . .	<u>4 x 5</u>	<u>5 3/2</u>			
Do. do. Intercoastal plates riveted to plating for length . . . . .	<u>4 x 5</u>	<u>5 3/2</u>			
Do. do. Angle Irons . . . . .	<u>4 x 5</u>	<u>5 3/2</u>			
Side Stringers (No. <u>the</u> ) size of Angle Irons	<u>4 x 5</u>	<u>5 3/2</u>			
Do. Intercoastal plates riveted to plating for length . . . . .	<u>4 x 5</u>	<u>5 3/2</u>			
Transoms, material <u>Plate</u> or, if none, in what manner compensated for.					
Knight-heads <u>Iron plate</u> Hawse Timbers <u>Iron</u>					
Windlass <u>Iron</u> Pall Bitt <u>Iron</u>					
The Frames extend in one length from <u>Keel</u> to <u>Gunwale</u> Riveted through plates with ( <u>3/4</u> in.) Rivets, about <u>5</u> apart.					
The Reverse Angle Irons on the floors and frames extend <u>to middle line</u> and to <u>Gunwale</u> alternately					
Keelsons. Are the various lengths of Plates and Angle Irons properly connected? <u>Yes</u> And are their butts properly shifted? <u>Yes</u>					
Plates, Garboard, double or <u>single</u> Riveted to Keel, double or <u>single</u> at upper edge, with Rivets ( <u>3/4</u> in.) diameter, averaging ( <u>3 1/2</u> ins.) from centre to centre.					
Do. Edges from Garboards to upper part of Bilge, worked Clencher, double or single Riveted; with Rivets ( <u>3/4</u> in.) diameter, averaging ( <u>3 1/2</u> ins.) from centre to centre.					
Do. Butts from Keel to turn of Bilge, worked carvel with butt straps to strakes ( <u>3/4</u> in.) thick, double or single Riveted; with Rivets ( <u>3/4</u> in.) diameter averaging ( <u>3 1/2</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. of <u>2</u> Strakes at Bilge for <u>1/2</u> length, treble riveted with Butt Straps <u>1/4</u> thicker than their plates.					
Do. Edges from bilge to Main Sheerstrake, worked carvel with a lining piece ( <u>3/4</u> in.) thick, or clencher, double or single riveted; with rivets ( <u>3/4</u> in.) diameter, averaging ( <u>3 1/2</u> ins.) from centre to centre.					
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. Butts from Bilge to Main Sheerstrake, worked Carvel with Butt Straps ( <u>3/4</u> in.) thick, double or single Riveted; with Rivets ( <u>3/4</u> in.) diameter, averaging ( <u>3 1/2</u> ins.) from centre to centre.					
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 3/4</u> ) Breadth of laps of plating in single Riveting ( <u>2 7/8</u> )					
Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? <u>Keelson angles lapped &amp; double riveted</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.)					
Beams of the various Decks, how secured to the sides? <u>Plated</u> No. of Breasthooks, <u>4</u> Crutches, <u>24</u>					
What description of Iron is used for the Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? <u>Joseph Matham &amp; Sons Leeds</u>					
Manufacturer's name or trade mark, <u>"S. Y. &amp; Co. L. M. &amp; Co."</u>					

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

Builder's Signature, W. L. Co Surveyor's Signature, W. L. Co

IRON 449-0385



**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 with 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? A few

Her Masts, Bowsprit, Yards, &c., are in wood 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 Fore 76ft, Main 69ft and 20 in in diam

(9472 Iron)

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.	Wght req'd per Rule.	Test req'd per Rule.			
	Number for equipment <u>16.343</u>		<u>270</u>	<u>1 3/8</u>	<u>37 3/20</u>	<u>1 7/16</u>	<u>37 3/20</u>								
	Fore Sails,	Chain .....	<u>To position proved to 21 per cent above program for 18 1/2 chain cable</u>												
	Fore Top Sails,	(State Machine where Tested, and name of Superintendent).	<u>P.H.S. John Hartness</u>												
	Fore Topmast Stay Sails	Hempen Stream	<u>75</u>	<u>1 1/2 in</u>											
	Main Sails,	Iron Cable	<u>80</u>	<u>7</u>											
	Main Top Sails,	Hawser .....	<u>80</u>	<u>7</u>											
	and others as usual	Towlines ....	<u>80</u>	<u>9/16</u>											
		Warp .....	<u>80</u>	<u>5</u>											
		All of good quality.	<u>80</u>	<u>5</u>											

Her Standing and Running Rigging Wire & Hemp sufficient in size and good in quality. She has two Long Boats and 2 others

The present state of the Windlass is good Capstan good and Rudder good Pumps 4 Metal & good

Engine Room Skylights.—How constructed? Iron sponges and Lead How secured in ordinary weather? with Bolts & Screws

What arrangements are there for deadlights in such for bad weather? thick deadlights of Lead with Bulls eyes

Coal Bunker Openings.—How constructed? Metal castings How are lids secured? with Straps How high above deck? 5 1/2

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? Three Scuppers, & three ports on each side

Cargo Hatchways.—How formed? Cornings & Headledges of Iron 3ft high State size after Hatch 11.6 x 8.9, Fore D<sup>o</sup> 7.9 x 6 ft

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams?

Hatches, themselves, whether strong and efficient? Yes Main Hatchways.—State size 19ft x 11.6 x 3ft high

Order for Special Survey No.	DATES of	1st.	2nd.	3rd.	4th.	5th.
<u>229</u>	<u>17<sup>th</sup> Feb 71</u>	On the several parts of the frame, when in place, and before the plating was wrought	On the plating during the progress of riveting	When the beams were in and fastened, and before the decks were laid	When the ship was complete, or before the plating was finally coated or cemented	After the ship was launched and equipped

**General Remarks,** This vessel has two tiers of Beams, & the flat of one deck laid; A full Poop, & Top gallant fore-castle; She has a Ballast tank fitted in the after hold 55 ft long, & one in the fore hold 38 feet in length, constructed in the usual manner with longitudinal bearers &c.

At the request of the owner, I have compared the scantlings of this vessel with the requirements of the rules for the 100 A grade, and find the following deficiencies, namely 3 strakes of topside plating immediately below the sheerstrake, are nearly one-sixteenth of an inch less in thickness than required, they being full 8/16 in in lieu of 9/16 in.

The excesses are in the Reverse bars, Floor plates, Keelson plates, Sheer & Garboard strakes, and upper deck stringer plates. Taking into consideration the small amount of deficiencies from the rules, We respectfully recommend the vessel to the favorable consideration of the Committee for the 95 A Grade

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

In what manner are the surfaces preserved from oxidation? Inside Portland cement to upper tier Outside Paint & black varnish

I am of opinion this Vessel should be Classed 95 A

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

Special .....£ 52 : 7 : 6  
 Certificate .....

(Travelling Expenses) (if any) £

Gen<sup>l</sup> Committee's Minute November 2<sup>o</sup> 1871

Character assigned 90. A 1  
AGC

