

# IRON SHIPS.

Rules 1871

No. 10267 Survey held at Sunderland Date, First Survey Sept. 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>	Total Depth if three or more Decks <u>19.4</u>	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 Girth of Half Midship Frame <u>34.5</u>	By whom built <u>Jess. Pile &amp; Co</u>
Ditto of Houses on Deck <u>27.86</u>	Girth of Half Midship Frame (as per Rule) <u>34.5</u>	3rd Number <u>15.5</u>	Owners <u>G. Bell &amp; Co</u>
Ditto of Forecastle <u>27.86</u>	1st Number <u>15.5</u>	Length <u>22.5</u>	Port belonging to <u>North Shields</u>
Gross Tonnage <u>1140.62</u>	2nd Number <u>14.5</u>	4th Number <u>14.5</u>	Destined Voyage <u>Alexandria</u>
Crew Space, as per Rule <u>45.4</u>	Depths to Length <u>14.5</u>	Breadths to Length <u>14.5</u>	Surveyed while Building, Afloat, or in Dry Dock. <u>Yes</u>
Register Tonnage, out on Beam <u>365.0</u>			
Engine Room <u>230.58</u>			
Register Tonnage, as a Steamer, cut on Beam <u>230.58</u>			

Length on deck as per Rule <u>22.5</u>	Feet. Inches. <u>22 5</u>	Moulded Breadth <u>15.4</u>	Feet. Inches. <u>15 4</u>	Depths from top of Floors to Upper and Main Deck Beams, as per Rule <u>19.4</u>	Feet. Inches. <u>19 4</u>	Power of Engines <u>110</u>	Horse.	Nº. of Decks with flat laid <u>One</u>	Nº. of Tiers of Beams
Dimensions of Ship per Register, length, <u>22.5</u> breadth, <u>15.4</u> depth, <u>17.5</u>									
Keel, if bar iron, depth and thickness <u>8 x 2 1/2</u>	Inches in Ship. <u>8 x 2 1/2</u>	Inches required per Rule. <u>8 x 2 1/2</u>	Flat Keel Plates, breadth and thickness <u>23 x 10</u>	Inches in Ship. <u>23 x 10</u>	Inches required per Rule. <u>23 x 10</u>	Plates in Garboard Strakes, breadth and thickness <u>23 x 10</u>	Inches in Ship. <u>23 x 10</u>	Inches required per Rule. <u>23 x 10</u>	16ths required per Rule. <u>10</u>
Do. if centre through plate, depth and thickness <u>7 1/2 x 2 3/8</u>	Inches in Ship. <u>7 1/2 x 2 3/8</u>	Inches required per Rule. <u>7 1/2 x 2 3/8</u>	Do. from Garboard to upper part of Bilges <u>9 x 9</u>	Inches in Ship. <u>9 x 9</u>	Inches required per Rule. <u>9 x 9</u>	Do. of doubling at Bilge, or increased thickness, and length applied <u>16 x 1 1/2</u>	Inches in Ship. <u>16 x 1 1/2</u>	Inches required per Rule. <u>16 x 1 1/2</u>	16ths required per Rule. <u>9</u>
Stern-post for Rudder <u>8 x 4</u>	Inches in Ship. <u>8 x 4</u>	Inches required per Rule. <u>8 x 4</u>	Do. fin up. part of Bilge to l. edge of Sh'rstrake <u>9 x 9</u>	Inches in Ship. <u>9 x 9</u>	Inches required per Rule. <u>9 x 9</u>	Do. Main Sheerstrake, breadth and thickness <u>8 x 12</u>	Inches in Ship. <u>8 x 12</u>	Inches required per Rule. <u>8 x 12</u>	16ths required per Rule. <u>12</u>
Stern-post for Propeller <u>8 x 4</u>	Inches in Ship. <u>8 x 4</u>	Inches required per Rule. <u>8 x 4</u>	Do. of d'bling at Sh'rstrake, & length applied <u>36 x 12</u>	Inches in Ship. <u>36 x 12</u>	Inches required per Rule. <u>36 x 12</u>	Do. from Mn. to Up. or Spar Dk. Sh'rstrake. <u>36 x 12</u>	Inches in Ship. <u>36 x 12</u>	Inches required per Rule. <u>36 x 12</u>	16ths required per Rule. <u>12</u>
Distance of Frames from moulding edge to moulding edge, all fore and aft <u>23</u>	Inches in Ship. <u>23</u>	Inches required per Rule. <u>23</u>	Do. Up. or Spar Dk Sh'rstrake, brdth & thickns <u>36 x 12</u>	Inches in Ship. <u>36 x 12</u>	Inches required per Rule. <u>36 x 12</u>	Butt Straps to outside plating, breadth & thickness <u>9 3/4 x 10 3/4</u>	Inches in Ship. <u>9 3/4 x 10 3/4</u>	Inches required per Rule. <u>9 3/4 x 10 3/4</u>	16ths required per Rule. <u>16 3/4</u>
Frames, size of Angle Iron, for 1/2 length amidships <u>4 x 3</u>	Inches in Ship. <u>4 x 3</u>	Inches required per Rule. <u>4 x 3</u>	Lengths of Plating <u>9 x 10</u>	Inches in Ship. <u>9 x 10</u>	Inches required per Rule. <u>9 x 10</u>	Shifts of Plating, and Stringers <u>23 x 10</u>	Inches in Ship. <u>23 x 10</u>	Inches required per Rule. <u>23 x 10</u>	16ths required per Rule. <u>10</u>
Do. for 1/4 at each end <u>4 x 3</u>	Inches in Ship. <u>4 x 3</u>	Inches required per Rule. <u>4 x 3</u>	Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness <u>24 x 9</u>	Inches in Ship. <u>24 x 9</u>	Inches required per Rule. <u>24 x 9</u>	Angle Iron on ditto <u>4 x 3</u>	Inches in Ship. <u>4 x 3</u>	Inches required per Rule. <u>4 x 3</u>	16ths required per Rule. <u>3</u>
Reversed Frames, size of Angle Iron <u>4 x 3</u>	Inches in Ship. <u>4 x 3</u>	Inches required per Rule. <u>4 x 3</u>	Tie Plates (fore and aft), outside Hatchways <u>11 x 9</u>	Inches in Ship. <u>11 x 9</u>	Inches required per Rule. <u>11 x 9</u>	Diagonal Tie Plates on Beams (No. of Pairs, 4) <u>11 x 9</u>	Inches in Ship. <u>11 x 9</u>	Inches required per Rule. <u>11 x 9</u>	16ths required per Rule. <u>9</u>
Floors, depth and thickness of Floor Plate at mid line for half the length amidships <u>20 x 1 1/2</u>	Inches in Ship. <u>20 x 1 1/2</u>	Inches required per Rule. <u>20 x 1 1/2</u>	Planksheer material and scantling <u>1 1/2 x 10</u>	Inches in Ship. <u>1 1/2 x 10</u>	Inches required per Rule. <u>1 1/2 x 10</u>	Waterways <u>do. do.</u>	Inches in Ship. <u>do. do.</u>	Inches required per Rule. <u>do. do.</u>	16ths required per Rule. <u>do. do.</u>
Do. at the ends <u>20 x 1 1/2</u>	Inches in Ship. <u>20 x 1 1/2</u>	Inches required per Rule. <u>20 x 1 1/2</u>	Flat of Upper Deck <u>do. do.</u>	Inches in Ship. <u>do. do.</u>	Inches required per Rule. <u>do. do.</u>	How fastened to Beams <u>do. do.</u>	Inches in Ship. <u>do. do.</u>	Inches required per Rule. <u>do. do.</u>	16ths required per Rule. <u>do. do.</u>
Do. do. do. at Bilge Keelson <u>20 x 1 1/2</u>	Inches in Ship. <u>20 x 1 1/2</u>	Inches required per Rule. <u>20 x 1 1/2</u>	Stringer Plate on ends of Main or Middle Deck <u>do. do.</u>	Inches in Ship. <u>do. do.</u>	Inches required per Rule. <u>do. do.</u>	Beams, breadth and thickness <u>do. do.</u>	Inches in Ship. <u>do. do.</u>	Inches required per Rule. <u>do. do.</u>	16ths required per Rule. <u>do. do.</u>
Do. height extended at the Bilges <u>20 x 1 1/2</u>	Inches in Ship. <u>20 x 1 1/2</u>	Inches required per Rule. <u>20 x 1 1/2</u>	(Is the Stringer Plate attached to the outside plating?) <u>Yes</u>			Angle Irons on ditto (No. 243) <u>3 1/2 x 8</u>	Inches in Ship. <u>3 1/2 x 8</u>	Inches required per Rule. <u>3 1/2 x 8</u>	16ths required per Rule. <u>8</u>
Beams, Upper, Spar, or Awning Deck (No. 10) <u>4 x 3</u>	Inches in Ship. <u>4 x 3</u>	Inches required per Rule. <u>4 x 3</u>	Tie Plates, outside Hatchways <u>do. do.</u>	Inches in Ship. <u>do. do.</u>	Inches required per Rule. <u>do. do.</u>	Diagonal Tie Plates on Beams (No. of pairs, 4) <u>do. do.</u>	Inches in Ship. <u>do. do.</u>	Inches required per Rule. <u>do. do.</u>	16ths required per Rule. <u>do. do.</u>
Single or double Angle Iron, Plate or Tee Bulb Iron <u>4 x 3</u>	Inches in Ship. <u>4 x 3</u>	Inches required per Rule. <u>4 x 3</u>	Waterways materials and scantlings <u>do. do.</u>	Inches in Ship. <u>do. do.</u>	Inches required per Rule. <u>do. do.</u>	Flat of Middle Deck <u>do. do.</u>	Inches in Ship. <u>do. do.</u>	Inches required per Rule. <u>do. do.</u>	16ths required per Rule. <u>do. do.</u>
Single or double Angle Iron on Upper edge <u>4 x 3</u>	Inches in Ship. <u>4 x 3</u>	Inches required per Rule. <u>4 x 3</u>	How fastened to Beams <u>do. do.</u>	Inches in Ship. <u>do. do.</u>	Inches required per Rule. <u>do. do.</u>	Stringer Plates on ends of Lower Deck, Hold or Orlop Beams <u>28 1/2 x 8</u>	Inches in Ship. <u>28 1/2 x 8</u>	Inches required per Rule. <u>28 1/2 x 8</u>	16ths required per Rule. <u>8</u>
Average space <u>3 1/2</u>	Inches in Ship. <u>3 1/2</u>	Inches required per Rule. <u>3 1/2</u>	(Is the Stringer Plate attached to the outside plating?) <u>Yes</u>			Angle Irons on ditto (No. 243) <u>3 1/2 x 8</u>	Inches in Ship. <u>3 1/2 x 8</u>	Inches required per Rule. <u>3 1/2 x 8</u>	16ths required per Rule. <u>8</u>
Beams, Main or Middle Deck (No. 16) <u>4 x 3</u>	Inches in Ship. <u>4 x 3</u>	Inches required per Rule. <u>4 x 3</u>	Stringer or Tie Plates, outside Hatchways <u>do. do.</u>	Inches in Ship. <u>do. do.</u>	Inches required per Rule. <u>do. do.</u>	Flat of Lower Deck <u>do. do.</u>	Inches in Ship. <u>do. do.</u>	Inches required per Rule. <u>do. do.</u>	16ths required per Rule. <u>do. do.</u>
Single or double Angle Iron, Plate or Tee Bulb Iron <u>4 x 3</u>	Inches in Ship. <u>4 x 3</u>	Inches required per Rule. <u>4 x 3</u>	Ceiling betwixt Decks, thickness and material <u>2 in battens Baltic fir</u>	Inches in Ship. <u>2 in battens Baltic fir</u>	Inches required per Rule. <u>2 in battens Baltic fir</u>	Do. in hold <u>do. do.</u>	Inches in Ship. <u>do. do.</u>	Inches required per Rule. <u>do. do.</u>	16ths required per Rule. <u>do. do.</u>
Single or double Angle Iron on Upper Edge <u>4 x 3</u>	Inches in Ship. <u>4 x 3</u>	Inches required per Rule. <u>4 x 3</u>	Do. How secured to the sides of the ship <u>do. do.</u>	Inches in Ship. <u>do. do.</u>	Inches required per Rule. <u>do. do.</u>	Do. Size of Vertical Angle Irons, <u>3 x 3 x 1/2</u> and their distance apart, <u>30 ins</u>	Inches in Ship. <u>3 x 3 x 1/2</u>	Inches required per Rule. <u>3 x 3 x 1/2</u>	16ths required per Rule. <u>30 ins</u>
Average space <u>3 1/2</u>	Inches in Ship. <u>3 1/2</u>	Inches required per Rule. <u>3 1/2</u>	Do. Are the outside Plates doubled two spaces of Frames in length? <u>Yes</u>						
Keelson Centre line, single or double plate <u>do. do.</u>	Inches in Ship. <u>do. do.</u>	Inches required per Rule. <u>do. do.</u>							
Do. Bulb Plate to Intercoastal Keelson <u>do. do.</u>	Inches in Ship. <u>do. do.</u>	Inches required per Rule. <u>do. do.</u>							
Do. Size of Angle Irons <u>4 x 3</u>	Inches in Ship. <u>4 x 3</u>	Inches required per Rule. <u>4 x 3</u>							
Do. Side Intercoastal Keelson, size of Plates <u>4 x 3</u>	Inches in Ship. <u>4 x 3</u>	Inches required per Rule. <u>4 x 3</u>							
Do. Angle Irons on tops of Floors <u>4 x 3</u>	Inches in Ship. <u>4 x 3</u>	Inches required per Rule. <u>4 x 3</u>							
Do. Bilge Keelson, Bulb Iron <u>4 x 3</u>	Inches in Ship. <u>4 x 3</u>	Inches required per Rule. <u>4 x 3</u>							
Do. do. Intercoastal plates riveted to plating for length <u>4 x 3</u>	Inches in Ship. <u>4 x 3</u>	Inches required per Rule. <u>4 x 3</u>							
Do. do. Angle Irons <u>4 x 3</u>	Inches in Ship. <u>4 x 3</u>	Inches required per Rule. <u>4 x 3</u>							
Side Stringers (No. 16) size of Angle Irons <u>4 x 3</u>	Inches in Ship. <u>4 x 3</u>	Inches required per Rule. <u>4 x 3</u>							
Do. Intercoastal plates riveted to plating for length <u>4 x 3</u>	Inches in Ship. <u>4 x 3</u>	Inches required per Rule. <u>4 x 3</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> Lugsails <u>Iron</u> Pall Bitt <u>Iron</u>									
The Frames extend in one length from <u>Keel</u> to <u>Gunwale</u>									
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 <u>on</u> Riveted to Keel, double <u>on</u> at upper edge, with Rivets <u>1/2 in.</u> diameter, averaging <u>1/2 in.</u> from centre to centre.									
Do. Edges from Garboards to upper part of Bilge, worked Clencher, double or single Riveted; with Rivets <u>1/2 in.</u> diameter, averaging <u>1/2 in.</u> from centre to centre.									
Do. Butts from Keel to turn of Bilge, worked carvel with butt straps to strakes <u>1/2 in.</u> thick, double or single Riveted; with Rivets <u>1/2 in.</u> diameter averaging <u>1/2 in.</u> 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>1</u> Strakes at Bilge for <u>1/2</u> length, treble riveted with Butt Straps <u>1/2 in.</u> thicker than their plates.									
Do. Edges from bilge to Main Sheerstrake, worked carvel with a lining piece <u>1/2 in.</u> thick, or clencher, double or single riveted; with rivets <u>1/2 in.</u> diameter, averaging <u>1/2 in.</u> 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>1/2 in.</u> thick, double or single Riveted; with Rivets <u>1/2 in.</u> diameter, averaging <u>1/2 in.</u> 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>Moulded knees riveted to</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. G. &amp; Co. L. M. &amp; Co. &amp; Co.</u>									
We certify that the above is a correct description of the several particulars therein given.									
Builder's Signature, <u>W. L. &amp; Co.</u> Surveyor's Signature, <u>James Wilson</u>									

IRON 449-0385

Lloyd's Register Foundation



Planned

*De*

? Solid with single pieces

Yes

A 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 You 76 ft, Main 69 ft and 20 in in diam

(9472 Lwr)

Number for equipment		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.
No. 1 Complete Sloop	SAILES.	CABLES, &c.	270	1 3/8	37 3/20	17 1/6	37 3/20	1	18.1.0	19.4.1.14	18.0.0	19.0.0.
	Fore Sails,	Chain .....	A portion proved to 21 per cent above									
	Fore Top Sails,	(State Machine where Tested, and name of Superintendent).	Proven for 12 1/2 chain cable									
	Fore Topmast Stay Sails	Hamper Stream	75	1 1/2 in	P.H.S. John Hartness							
	Main Sails,	Iron Cable	80	7	where Tested, and name of Superintendent).							
	Main Top Sails,	Hawser .....	80	9	Marked P.H.S. J. Hartness							
		Towlines ....	80	9 1/2	Stream ....							
and others ad		Warp .....	80	5	Kedges ....							
		All of good quality.	80	5								

Her Standing and Running Rigging Wire & Hemp sufficient in size and good in quality. She has two <sup>250</sup>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? *Shore comings and Teak* How secured in ordinary weather? *with Bolts & Screws*

What arrangements are there for deadlights in such for bad weather? *thick deadlight of Teak, with Bulls eyes*

**Coal Bunker Openings.**—How constructed? Metal castings How are lids secured? with studs How high above deck? 5 ft

**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?

Cargo Hatchways.—How formed? *Comingd & Headledges of Iron 3 ft high* State size *after Hatch 11' 6" x 8' 9", Fore D<sup>o</sup> 7' 9" x 6' 6"*

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 19 ft. x 11<sup>1</sup>/<sub>2</sub> ft. x 3 ft. high

Order for Special Survey No. <u>229</u>	DATES of	1st.	On the several parts of the frame, when in place, and before the plating was wrought	<u>built under C. J. Curd</u>
Date <u>17<sup>th</sup> Feb 71</u>	Surveys held	2nd.	On the plating during the progress of riveting	<u>18<sup>th</sup> Feb 71</u>
Order for Ordinary Survey No. <u>    </u>	while building	3rd.	When the beams were in and fastened, and before the decks were laid	<u>19<sup>th</sup> Feb 71</u>
Date <u>    </u>	as per	4th.	When the ship was complete, or before the plating was finally coated or cemented	<u>20<sup>th</sup> Feb 71</u>
No. <u>209</u> in builder's yard.	Section 18.	5th.	After the ship was launched and equipped	<u>21<sup>st</sup> Feb 71</u>

General Remarks,

General Remarks, This vessel has two tiers of Beams, & the flat of one deck laid; A full Poop, & Low gallant-forecastle; 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  $\frac{8}{16}$  in. in lieu of  $\frac{9}{16}$  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<sup>th</sup> Guide

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 Portland cement to upper turn Outside Paint, & black varnish

I am of opinion this Vessel should be Classed

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>d</sup> 1877

*Character assigned*

90.  $\Delta$   
AQC

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Foundation