

IRON SHIPS.

No. 1026 Survey held at Newcastle Date, First Survey 12 June 21 Last Survey 31 May 1872

On the S.S. H.P. STEPHENSON Master Doyle

1871 Rules Rev
Rec 13/6/72
54 units

Tom. under Tonnage Deck } <u>875.53</u>	ONE OR TWO DECKED, SPAR, OR AWNING DECKED VESSELS.	THREE DECKED VESSELS.	Built at <u>Newcastle</u>
Ditto of Poop, or Raised Qr. Dk. } <u>31.62</u>	Half moulded breadth... <u>14.3</u>	Half Moulded Breadth....	When built <u>1871</u> Launched <u>14 November 71</u>
Ditto of Houses on Deck... } <u>13.63</u>	Depth from upper part of Keel to top of Upper Deck Beams... <u>19.0</u>	Total Depth if three or more Decks	By whom built <u>J.W. Richardson & Co</u>
Ditto of Forecastle } <u>18.96</u>	Girth of Half Midship Frame (as per Rule)... <u>29.0</u>	Total Girth of Upper Deck ship Frame	Owners <u>General Screw Collier Coy</u>
Gross Tonnage } <u>961.57</u>	1st Number... <u>62.3</u>	3rd Number.....	Port belonging to <u>London</u>
Crew Space, as per Rule } <u>29.81</u>	Length..... <u>228</u>	Length.....	Destined Voyage <u>London</u>
Register Tonnage, as a Steamer, cut on Beam } <u>307.68</u>	2nd Number.... <u>14200</u>	4th Number....	If Surveyed while Building, Afloat, or in Dry Dock. <u>Whilst building</u>
Register Tonnage, as a Steamer, cut on Beam } <u>624.02</u>	Depths to Length. <u>12.</u>	Breadths to Length..... <u>157.7</u>	

Length on deck as per Rule, 228 Feet. Inches. Moulded Breadth, 28 Feet. Inches. 9 Depths from top of Floors to Upper and Main Deck Beams, as per Rule..... 7 Feet. Inches. 7 Power of Engines, 120 Horse. N^o. of Decks with flat laid ONE N^o. of Tiers of Beams TWO

Dimensions of Ship per Register, length, 230 breadth, 28.9 depth, 17.8

	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	<u>8 x 2 3/8</u>	<u>8 x 2 3/8</u>	Flat Keel Plates, breadth and thickness					
Do. if centre through plate, depth and thickness	<u>7 1/4 x 2 3/8</u>	<u>7 1/4 x 2 3/8</u>	Plates in Garboard Strakes, breadth and thickness	<u>30</u>	<u>9</u>	<u>30</u>	<u>9 1/6</u>	
Stem, if bar iron, moulding and thickness	<u>7 1/4 x 2 3/8</u>	<u>7 1/4 x 2 3/8</u>	Do. from Garboard to upper part of Bilges		<u>8</u>		<u>8 1/6</u>	
Stern-post for Rudder do. do.	<u>8 1/2 x 4 3/4</u>	<u>7 1/4 x 4 3/4</u>	Do. of doubling at Bilge, or increased thickness, and length applied	<u>10</u>		<u>2 5/8</u>	<u>10 1/6</u>	<u>as per section</u>
Stern-post for Propeller	<u>23</u>	<u>(Class 230A)</u>	Do. fm up. part of Bilge to lr. edge of Sh'rstrake		<u>8</u>		<u>8 1/6</u>	
Distance of Frames from moulding edge to moulding edge, all fore and aft			Do. Main Sheerstrake, breadth and thickness	<u>30</u>	<u>18</u>	<u>30</u>	<u>13 1/6</u>	
Frames, size of Angle Iron, for 1/2 length amidships	<u>4 x 3 7/16</u>	<u>4 x 3 7/16</u>	Do. of d'bling at Sh'rstrake, & length applied					
Do. for 1/4 at each end	<u>4 x 3 7/16</u>	<u>4 x 3 7/16</u>	Do. from Mn. to Up. or Spar Dk. Sh'rstrake.					
Reversed Frames, size of Angle Iron	<u>3 x 3 6</u>	<u>3 x 3 6</u>	Do. Up. or Spar Dk. Sh'rstrake, brdth & thickness					
Floors, depth and thickness of Floor Plate at mid line for half the length amidships	<u>19 9</u>	<u>19 x 9 1/6</u>	Butt Straps to outside plating, breadth & thickness	<u>9 1/2</u>	<u>8</u>	<u>9 3/4</u>	<u>10 1/4</u>	<u>as per section</u>
Do. at the ends	<u>19 8</u>	<u>as per section x 8 1/6</u>	Lengths of Plating	<u>9</u>	<u>7</u>	<u>9</u>	<u>7</u>	
Do. do. do. at Bilge Keelson	<u>10 9</u>	<u>as per section x 9 1/6</u>	Shifts of Plating, and Stringers	<u>3</u>	<u>10</u>	<u>3</u>	<u>10</u>	
Do. height extended at the Bilges	<u>3 1/2</u>	<u>3 feet 2 in</u>	Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness					
Beams, Upper, Spar, or Awning Deck (No. 1) single or double Angle Iron, Plate or Tee Bulb Iron	<u>7 7</u>	<u>7 x 7 1/6</u>	Angle Iron on ditto					
Single or double Angle Iron on Upper edge	<u>7 7</u>	<u>7 x 7 1/6</u>	Tie Plates (fore and aft), outside Hatchways					
Average space	<u>3.10</u>	<u>3 feet 10 in</u>	Diagonal Tie Plates on Beams (No. of Pairs)					
Beams, Main or Middle Deck (No. 2) single or double Angle Iron, Plate or Tee Bulb Iron	<u>7 7</u>	<u>7 x 7 1/6</u>	Planksheer material and scantling					
Single or double Angle Iron on Upper Edge	<u>2 3/4</u>	<u>2 3/4 x 2 3/4 5/16</u>	Waterways do. do.					
Average space	<u>3.10</u>	<u>3 feet 10 in</u>	Flat of Upper Deck do. do.					
Beams, Lower Deck, Hold or Orlop (No. 2) single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<u>7 7</u>	<u>7 x 7 1/6</u>	How fastened to Beams					
Single or double Angle Iron on Upper Edge	<u>2 3/4</u>	<u>2 3/4 x 2 3/4 5/16</u>	Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness	<u>45</u>	<u>10</u>	<u>45</u>	<u>10 1/6</u>	
Average space	<u>3.10</u>	<u>3 feet 10 in</u>	(Is the Stringer Plate attached to the outside plating?)					
Keelson Centre line, single or double plate, box or intercostal, size of Plates	<u>24 7</u>	<u>24 x 7 1/6</u>	Angle Irons on ditto (No. 1)	<u>5 x 3 1/2</u>	<u>7</u>	<u>5 x 3 1/2</u>	<u>7 1/6</u>	
Do. Butt Plate to Intercostal Keelson	<u>22 7</u>	<u>22 x 7 1/6</u>	Tie Plates, outside Hatchways	<u>15</u>	<u>9</u>	<u>15</u>	<u>9 1/6</u>	
Do. Size of Angle Irons	<u>5 3 1/2</u>	<u>5 x 3 1/2 7/16</u>	Diagonal Tie Plates on Beams (No. of pairs)					
Do. Side Intercostal Keelson, size of Plates	<u>5 3 1/2</u>	<u>5 x 3 1/2 7/16</u>	Waterways materials and scantlings					
Do. Angle Irons on tops of Floors	<u>5 3 1/2</u>	<u>5 x 3 1/2 7/16</u>	Flat of Middle Deck do. do.	<u>3 1/2</u>		<u>3 1/2</u>		
Do. Bilge Keelson, Bulb Iron	<u>7 7</u>	<u>7 x 7 1/6</u>	How fastened to Beams					
Do. do. Intercostal plates riveted to plating for length	<u>7 7</u>	<u>7 x 7 1/6</u>	Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	<u>24</u>	<u>10</u>	<u>24</u>	<u>10 1/6</u>	
Do. do. Angle Irons	<u>5 3 1/2</u>	<u>5 x 3 1/2 7/16</u>	(Is the Stringer Plate attached to the outside plating?)					
Side Stringers (No. 1) size of Angle Irons	<u>5 3 1/2</u>	<u>5 x 3 1/2 7/16</u>	Angle Irons on ditto (No. 2)	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>	
Do. Intercostal plates riveted to plating for length	<u>5 3 1/2</u>	<u>5 x 3 1/2 7/16</u>	Stringer or Tie Plates, outside Hatchways					
Transoms, material <u>Iron</u> or, if none, in what manner compensated for.			Flat of Lower Deck					
Knight-heads <u>Iron</u> Hawse Timbers <u>Iron</u>			Ceiling betwixt Decks, thickness and material	<u>2 1/2</u>	<u>Iron</u>	<u>2 1/2</u>		
Windlass <u>Iron Patent Pall Bitt</u>			Do. in hold do. do.	<u>3</u>		<u>3</u>		
The Frames extend in one length from <u>Keel</u> to <u>Foremast</u> Riveted through plates with (<u>3/4</u> in.) Rivets, about <u>6</u> apart.			Main piece of Rudder, diameter at head	<u>5 1/2</u>		<u>5 1/2</u>		
The Reverse Angle Irons on the floors and frames extend <u>from</u> the middle line <u>to Foremast</u> and to <u>Foremast</u> alternately			Do. do. at heel	<u>3</u>		<u>3</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>			(Can the Rudder be unshipped afloat?) <u>Yes</u>					
Plates, Garboard, double <u>or</u> Riveted to Keel, double <u>or</u> at upper edge, with Rivets (<u>1/2</u> in.) diameter, averaging (<u>6 1/2</u> ins.) from centre to centre.			Bulkheads No. <u>5</u> Thickness of <u>6 1/6</u>					
Do. Edges from Garboards to upper part of Bilge, worked Clencher, double <u>or</u> single Riveted; with Rivets (<u>3/8</u> in.) diameter, averaging (<u>3 1/4</u> ins.) from centre to centre.			Do. Height up <u>Main Deck</u>					
Do. Butts from Keel to turn of Bilge, worked carvel with butt straps to strakes (<u>8 1/6</u>) thick, double <u>or</u> single Riveted; with Rivets (<u>3/8</u> in.) diameter averaging (<u>3 1/4</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. How secured to the sides of the ship <u>Double frames</u>					
Do. of <u>2</u> Strakes at Bilge for <u>Half</u> length, treble riveted with Butt Straps <u>1/6</u> thicker than their plates.			Do. Size of Vertical Angle Irons, <u>3 x 3 1/2</u> and their distance apart, <u>230</u>					
Do. Edges from bilge to Main Sheerstrake, worked carvel with a lining piece (<u>1/6</u>) thick, or clencher, double <u>or</u> single riveted; with rivets (<u>3/8</u> in.) diameter, averaging (<u>3 1/4</u> ins.) from centre to centre.			Do. Are the outside Plates doubled two spaces of Frames in length? <u>Yes</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. Butts from Bilge to Main Sheerstrake, worked Carvel with Butt Straps (<u>8 1/6</u>) thick, double <u>or</u> single Riveted; with Rivets (<u>3/8</u> in.) diameter, averaging (<u>3 1/4</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 <u>or</u> treble Riveted for <u>1/2</u> length amidships. Breadth of laps of plating in double Riveting (<u>4 1/4</u>) Breadth of laps of plating in single Riveting (<u>2 1/2</u>)								
Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? <u>Double & treble riveted as per rule</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>Turned down</u> No. of Breasthooks, <u>4</u> Crutches, <u>3</u>								
What description of Iron is used for the Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.?								
Manufacturer's name or trade mark, <u>Anglo Walker Iron Works.</u> Plates <u>cast</u>								

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

Builder's Signature, William Richardson & Co Surveyor's Sign, Beaufort

IRON 451-0196

10218 *Saxon*

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
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 ✓

No.	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.	Weight req'd per Rule.	Test req'd per Rule.	
	<u>15620</u>												
	SAILS.												
	Fore Sails,	270	1 1/2	40 1/20	18/16	40 1/20	Bowers	3	21.2.7	22	21	21 1/20	
	Fore Top Sails,	<i>Lynds & Co. S.A. R. Russell sub.</i>											
	Fore Topmast Stay Sails	60	1 5/16				(State Machine where Tested, and name of Superintendent).		18.1.4		17.8.11	18 1/20	
	Main Sails,	60	10		10		<u>Sunderland</u>	1	9.2.14		9		
	Main Top Sails,	60	7		0				4.1.24		4 1/2		
	and	60	6		5 1/2				2.1.0		2 1/4		
							Kedges	2					

Her Standing and Running Rigging of the best sufficient in size and good quality. She has Three Long Boats and ✓
The present state of the Windlass is Secure Capstan Mill and Rudder good Pumps good

Engine Room Skylights.—How constructed? Iron casings How secured in ordinary weather? Lashed with glass

What arrangements are there for deadlights in such for bad weather? Iron casings 8 ft. above main deck no deadlights.

Coal Bunker Openings.—How constructed? Iron plates How are lids secured? Studs How high above deck? Flush

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? Four ports on each side

Cargo Hatchways.—How formed? Iron casings State size 28x12 and 13x12 ft.

If of extraordinary size, state how framed and secured? Properly framed with half beams

What arrangement for shifting beams? Iron shifting beams

Hatches, themselves, whether strong and efficient? Yes **Main Hatchways.**—State size 28x12 and 13x12

Order for Special Survey No. 828 DATES of 1st. On the several parts of the frame, when in place, and before the plating was wrought Build under
Date 25 May 1871 Surveys held 2nd. On the plating during the progress of riveting Special Survey
Order for Ordinary Survey No. while building 3rd. When the beams were in and fastened, and before the decks were laid
Date as for 4th. When the ship was complete, and before the plating was finally coated or cemented
No. 75 in builder's yard. Section 18. 5th. After the ship was launched and equipped

General Remarks,
There is a double bottom in Fore ^{Main} and After Holds of the united length of 159 feet. Plating of inner bottom 3/16" and flange plates 7/16" thick.

This vessel has been built in accordance with midship section attached.

Foremastle 27 feet long Prop 30 feet long

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 Paint Outside Paint

I am of opinion this Vessel should be Classed 1st GA 1 (1st double bottom)

The amount of the Entry Fee£ 0 : 0 : 0 is received by me,
June 1872 Special£ 46 : 12 : 0
Certificate 0 : 0 : 0

(Travelling Expenses) (if any) £

Committee's Minute June 14 1872

Character assigned GA 1

Howe's Rev. Rickardson 1871 Newcastle Newcastle

James Purdie
31 May 72
He above report completed by
James Purdie
31 May 72
I enclose in this a printed
that this vessel should
be classed as
GA 1

