

IRON SHIPS.

No. 2628 Survey held at London Date, First Survey Feb 23 1841 Last Survey July 17 1842
On the Iron Ship Collingwood Master Colthrop

Tonnage under Tonnage Deck <u>944.08</u>	ONE, OR TWO DECKED, SPAR, OR AWNING-DECKED VESSELS.	Half Moulded Breadth....	Built at <u>London</u>
Ditto of Third Spar, or Awning Deck. <u>03.45</u>	Half moulded breadth....	Total Depth if three or more Decks....	When built <u>1842</u> Launched <u>June 21 1842</u>
Ditto of Poop, or Raised Qr. Dk. <u>11.06</u>	Depth from upper part of Keel to top of Upper Deck Beams....	Total Girth of Half Mid-ship Frame....	By whom built <u>James Watts & Co</u>
Ditto of Houses on Deck.... <u>41.70</u>	Girth of Half Midship Frame (as per Rule)....	8rd Number.....	Owners <u>James Watts & Co</u>
Ditto of Forecastle <u>1059.89</u>	1st Number.....	Length.....	Port belonging to <u>London</u>
Gross Tonnage <u>2010.55</u>	2nd Number.... <u>25020.0</u>	4th Number....	Destined Voyage <u>Wellbourne</u>
Crew Space, as per Rule <u>2010.55</u>	Depths to Length. <u>9</u>	Breadths to Length..... <u>5.1</u>	If Surveyed while Building, Afloat, or in Dry Dock. <u>Under Special Survey</u>
Register Tonnage, as on Beam.. <u>2010.55</u>			
Engine Room			
Register Tonnage, as a Steamer, on Beam..			

Length on deck as per Rule, 200 Feet. Inches. Moulded Breadth, 34.6 Feet. Inches. Depths from top of Floors to Upper and Main Deck Beams, as per Rule, 23.3 Feet. Inches. Power of Engines, 1 Horse. N°. of Decks with flat laid 2 N°. of Tiers of Beams 3

Dimensions of Ship per Register, length, 211.5 breadth, 34.8 depth, 21.0

	Inches in Ship.	Inches required per Rule.		Inches in Ship.	Inches required per Rule.
Keel, if bar iron, depth and thickness	<u>3 1/2 x 5 1/8</u>	<u>2 1/2 x 5 1/8</u>	Flat Keel Plates, breadth and thickness	<u>36 1/2</u>	<u>1 1/8</u>
Do. if centre through plate, depth and thickness	<u>3 1/2 x 5 1/4</u>	<u>2 1/2 x 5 1/4</u>	Plates in Garboard Strakes, breadth and thickness	<u>36 1/2</u>	<u>1 1/8</u>
Stem, if bar iron, moulding and thickness	<u>2 1/2 x 5</u>	<u>2 1/2 x 5</u>	Do. from Garboard to upper part of Bilges	<u>36 1/2</u>	<u>1 1/8</u>
Stern-post for Rudder do.	<u>2 1/2 x 5</u>	<u>2 1/2 x 5</u>	Do. of doubling at Bilge, or increased thickness, and length applied	<u>36 1/2</u>	<u>1 1/8</u>
Stern-post for Propeller	<u>23</u>	<u>23</u>	Do. fm up. part of Bilge to lr. edge of Sh'rstrake	<u>30</u>	<u>1 1/8</u>
Distance of Frames from moulding edge to moulding edge, all fore and aft	<u>23</u>	<u>23</u>	Do. Main Sheerstrake, breadth and thickness	<u>30</u>	<u>1 1/8</u>
Frames, size of Angle Iron, for 1/3 length amidships	<u>5 3/4</u>	<u>5 3/4</u>	Do. of d'bling at Sh'rstrake, & length applied	<u>30</u>	<u>1 1/8</u>
Do. for 1/2 at each end	<u>5 3/4</u>	<u>5 3/4</u>	Do. from Mn. to Up. or Spar Dk. Sh'rstrake	<u>30</u>	<u>1 1/8</u>
Reversed Frames, size of Angle Iron	<u>3 3/4</u>	<u>3 3/4</u>	Do. Up. or Spar Dk. Sh'rstrake, brdth & thickness	<u>30</u>	<u>1 1/8</u>
Floors, depth and thickness of Floor Plate at mid line for half the length amidships	<u>23 1/2</u>	<u>23 1/2</u>	Butt Straps to outside plating, breadth & thickness	<u>10 1/2</u>	<u>1 1/8</u>
Do. at the ends	<u>4 1/2</u>	<u>4 1/2</u>	Lengths of Plating	<u>2.8</u>	<u>2.8</u>
Do. do. do. at Bilge Keelson	<u>4 1/2</u>	<u>4 1/2</u>	Shifts of Plating, and Stringers	<u>2 1/2</u>	<u>2 1/2</u>
Do. height extended at the Bilges	<u>4 1/2</u>	<u>4 1/2</u>	Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness	<u>4 1/2</u>	<u>1 1/8</u>
Beams, Upper, Spar, or Awning Deck (No.)	<u>5 1/2</u>	<u>5 1/2</u>	Angle Iron on ditto	<u>5 1/2</u>	<u>1 1/8</u>
single or double Angle Iron, Plate or Tee Bulb Iron	<u>5 1/2</u>	<u>5 1/2</u>	Tie Plates (fore and aft), outside Hatchways	<u>23 1/2</u>	<u>1 1/8</u>
Single or double Angle Iron on Upper edge	<u>3 1/2</u>	<u>3 1/2</u>	Diagonal Tie Plates on Beams (No. of Pairs,)	<u>23 1/2</u>	<u>1 1/8</u>
Average space	<u>3.10</u>	<u>3.10</u>	Planksheer material and scantling	<u>3 1/2</u>	<u>3 1/2</u>
Beams, Main or Middle Deck (No.) single, or double Angle Iron, Plate or Tee Bulb Iron	<u>5 1/2</u>	<u>5 1/2</u>	Waterways do. do.	<u>3 1/2</u>	<u>3 1/2</u>
Single, or double Angle Iron, on Upper Edge	<u>3 1/2</u>	<u>3 1/2</u>	Flat of Upper Deck do. do.	<u>3 1/2</u>	<u>3 1/2</u>
Average space	<u>3.10</u>	<u>3.10</u>	How fastened to Beams	<u>3 1/2</u>	<u>3 1/2</u>
Beams, Lower Deck, Hold or Orlop (No.) single or double Angle Iron, Plate or Tee Bulb Iron	<u>5 1/2</u>	<u>5 1/2</u>	Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness	<u>3 1/2</u>	<u>3 1/2</u>
Single or double Angle Iron on Upper Edge	<u>3 1/2</u>	<u>3 1/2</u>	(Is the Stringer Plate attached to the outside plating?)	<u>Yes</u>	<u>Yes</u>
Average space	<u>3.10</u>	<u>3.10</u>	Angle Irons on ditto (No.)	<u>3 1/2</u>	<u>3 1/2</u>
Keelson Centre line, single or double plate, box, or intercostal, size of Plates	<u>14</u>	<u>14</u>	Tie Plates, outside Hatchways	<u>3 1/2</u>	<u>3 1/2</u>
Do. Bulb Plate to intercostal Keelson	<u>14</u>	<u>14</u>	Diagonal Tie Plates on Beams (No. of pairs,)	<u>3 1/2</u>	<u>3 1/2</u>
Do. Size of Angle Irons	<u>5 3/4</u>	<u>5 3/4</u>	Waterways materials and scantlings	<u>3 1/2</u>	<u>3 1/2</u>
Do. Side Intercostal Keelson, size of Plates	<u>5 3/4</u>	<u>5 3/4</u>	Flat of Middle Deck do. do.	<u>3 1/2</u>	<u>3 1/2</u>
Do. Angle Irons on tops of Floors	<u>5 3/4</u>	<u>5 3/4</u>	How fastened to Beams	<u>3 1/2</u>	<u>3 1/2</u>
Do. Bilge Keelson, Bulb Iron	<u>5 3/4</u>	<u>5 3/4</u>	Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	<u>29</u>	<u>10 1/8</u>
Do. do. Intercostal plates riveted to plating for length	<u>5 3/4</u>	<u>5 3/4</u>	(Is the Stringer Plate attached to the outside plating?)	<u>Yes</u>	<u>Yes</u>
Do. do. Angle Irons	<u>5 3/4</u>	<u>5 3/4</u>	Angle Irons on ditto (No.)	<u>3 1/2</u>	<u>3 1/2</u>
Side Stringers (No.) size of Angle Irons	<u>5 3/4</u>	<u>5 3/4</u>	Stringer or Tie Plates, outside Hatchways	<u>3 1/2</u>	<u>3 1/2</u>
Do. Intercostal plates riveted to plating for length	<u>5 3/4</u>	<u>5 3/4</u>	Flat of Lower Deck	<u>3 1/2</u>	<u>3 1/2</u>

Transoms, material Simple or, if none, in what manner compensated for.
Knight-heads Reinforced Hawse Timbers Frames
Windlass Hand Pall Bitt Hand
The Frames extend in one length from Keel to Foremast Riveted through plates with (3/4 in.) Rivets, about 6 apart.
The Reverse Angle Irons on the floors and frames extend from the middle line to Foremast and to Foremast alternately
Keelsons. Are the various lengths of Plates and Angle Irons properly connected? Yes And are their butts properly shifted? Yes
Plates, Garboard, double or single Riveted to Keel, double or single at upper edge, with Rivets (3/4 in.) diameter, averaging (5 1/2 ins.) from centre to centre.
Do. Edges from Garboards to upper part of Bilge, worked Clencher, double or single Riveted; with Rivets (3/4 in.) diameter, averaging (5 ins.) from centre to centre.
Do. Butts from Keel to turn of Bilge, worked carvel with butt straps to strakes (1 1/2 thick, double or single Riveted; with Rivets (3/4 in.) diameter averaging (5 1/2 ins.) from centre to centre. Do the Butt Straps lay over and Rivet through the lands of the strakes above or below? Over
Do. Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 1 1/2 thicker than their plates.
Do. Edges from bilge to Main Sheerstrake, worked carvel with a lining piece (1 1/2 thick, or clencher, double or single riveted; with rivets (3/4 in.) diameter, averaging (5 ins.) from centre to centre.
Do. Edges of Sheerstrake, Main, double or single Riveted. Upper, double or single Riveted. At upper edge Double At lower edge Double
Do. Butts from Bilge to Main Sheerstrake, worked Carvel with Butt Straps (1 1/2 thick, double or single Riveted; with Rivets (3/4 in.) diameter, averaging (5 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 1/2 length amidships. Breadth of laps of plating in double Riveting (3 1/2) Breadth of laps of plating in single Riveting (3 1/2)
Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Double
Planksheer, how secured to the plating of the sides. Waterway, how secured to the planksheer and to the Beams. (Explain by Sketch, if necessary.) Double
Beams of the various Decks, how secured to the sides? Double No. of Breasthooks, 4 Crutches, 4
What description of Iron is used for the Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Robert & Co. Angle Iron
Manufacturer's name or trade mark, James & Co. Plate

We certify that the above is a correct description of the several particulars therein given.
Builder's Signature, Walter Howard Surveyor's Signature, L. H. Little

IRON 451-70320

10323 Bu

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? Yes
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 on corners of Butts

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. The Mast & Bowsprit are formed of 4 plates 1/2 inch thick. Lower Mast 40 ft. long. Bowsprit 35 ft. long. Main Mast 55 ft. long. Main Mast 24 inch dia. Bowsprit 25 inch dia. 25 inch high. Lower Mast 24 inch dia. Bowsprit 25 inch dia. 25 inch high. Lower Mast 24 inch dia. Bowsprit 25 inch dia. 25 inch high.

Number for equipment		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.	Weight req'd per Rule.	Test req'd per Rule.
SAILS.												
Fore Sails,							Bowers	3	30.0.16	28.13.2.0	30.0.0	28.9/10
Fore Top Sails,							(State Machine where Tested, and name of Superintendent).					
Fore Topmast Stay Sails		40	15/16				Stream	1	12.3.31		12.0.0	
Main Sails,		20	10		10							
Main Top Sails,		20	9		9		Kedges	2	3.0.16		3.0.0	
Main Topmast Stay Sails		20	5/16		5/16							
All of <u>good</u> quality.												

Her Standing and Running Rigging good sufficient in size and good in quality. She has 34 Long Boat and 1 other boats
The present state of the Windlass is good Capstan good and Rudder good Pumps 2 5 has efficient

Engine Room Skylights.—How constructed? — How secured in ordinary weather? —
What arrangements are there for deadlights in such for bad weather? —

Coal Bunker Openings.—How constructed? — How are lids secured? — How high above deck? —

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? 4 Discharge ports and 4 scuppers on each side

Cargo Hatchways.—How formed? Iron beams rivetted to beams State size Main Hatch 5' x 5' 9"

If of extraordinary size, state how framed and secured? Medium size

What arrangement for shifting beams? One shifting beam in Main Hatch. Off Hatch 5' x 4' 6"

Hatches, themselves, whether strong and efficient? Yes Main Hatchways.—State size 15' x 7' 0"

Order for Special Survey No. 320 DATES of 1st. On the several parts of the frame, when in place, and before the plating was wrought 25 Feb 1842
Date 25 Feb 1842 Surveys held 2nd. On the plating during the progress of riveting Special Survey, from the
Order for Ordinary Survey No. — while building 3rd. When the beams were in and fastened, and before the decks were laid 25 February 1842
Date — as per 4th. When the ship was complete, and before the plating was finally coated or cemented until the
No. 62 in builder's yard. Section 18. 5th. After the ship was launched and equipped 25 July 1842

General Remarks, The fore & main lower yards are formed of 2 plates 5/8 inch thick. Lower Mast 40 ft. long. Bowsprit 35 ft. long. Main Mast 55 ft. long. Main Mast 24 inch dia. Bowsprit 25 inch dia. 25 inch high. Lower Mast 24 inch dia. Bowsprit 25 inch dia. 25 inch high.
The Butts of the Upper Mast Beam are formed of 2 plates 5/8 inch thick. The Butts of the Upper Mast Beam are formed of 2 plates 5/8 inch thick. The Butts of the Upper Mast Beam are formed of 2 plates 5/8 inch thick.
and of three strakes of plating round the Butts. In half their length and width are 1/2 of an inch thicker than the plates they connect and are treble rivetted; and is built in accordance with the Rules in force prior to 1st July 1842.
Length of Raised Quarter Deck 34 ft. ditto of the castle 34 ft. The third Power Anchor is 4 lb light.

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 deck. Red Lead
In what manner are the surfaces preserved from oxidation? Inside Red Lead Outside Red Lead

I am of opinion this Vessel should be Classed 100 A 1

The amount of the Entry Fee£ 5 : 0 : 0 is received by me, July 1842

Special£ 50 : 5 : 6
Certificate grates

(Travelling Expenses) (if any) £ none

Committee's Minute 19th July 18 42

Character assigned 100 A 1

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100 A 1