

IRON SHIP.

No. 10843 Survey held at Sunderland Date, First Survey February 11th 1873 Last Survey April 23rd 1874

On the Sailing Ship "Rodney" Yard Number 234 Master Loutet

TONNAGE under Tonnage Deck } 1290.75
 Ditto of Third, Spar, or Awaiting Deck. }
 Ditto of Poop, } 151.33
 Ditto of Houses } 24.60
 Ditto of Forecastle } 52.68
 Gross Tonnage } 1519.36
 Less Crew Space } 72.74
 Less Engine Room }
 Register Tonnage as cut on Beam } 1446.62

ONE, OR TWO DECKED, THREE DECKED VESSEL.
 SPAR, OR AWNING-DECKED VESSEL.
 HALF BREADTH (moulded) 19.0
 DEPTH from upper part of Keel to top of Upper Deck Beams 24.8
 GIRTH of Half Midship Frame (as per Rule) 37.7
 1st NUMBER 81.5
 1st NUMBER, THREE-DECKED VESSEL deduct 7 feet
 LENGTH 225.0
 2nd NUMBER 18,337
 PROPORTIONS—Breadths to Length under 6.40
 Depths to Length—Upper Deck to Keel 10.0
 Main Deck ditto

Built at Sunderland
 When built 1873.4 Launched March 3/4
 By whom built Wm Pile & Co
 Owners Devit and Moore
 Port belonging to London
 Destined Voyage London &
 X Surveyed while Building, Afloat, & in Dry Dock.

LENGTH on deck as per Rule .. 225 — BREADTH Moulded .. 19 — DEPTH top of Floors to Upper Deck Beams .. 22 8 Power of Engines .. ✓ Horse. N°. of Decks with flat laid Two N°. of Tiers of Beams Two

Dimensions of Ship per Register, length, 235.6 breadth, 38.4 depth, 22.6

	Inches in Ship.	Inches per Rule.		Inches in Ship.	Inches per Rule.
KEEL, depth and thickness	<u>9 x 2 1/2</u>	<u>9 x 2 1/2</u>	FLAT KEEL PLATES, breadth and thickness	<u>36</u>	<u>11</u>
STEM, moulding and thickness	<u>8 1/2 x 2 1/2</u>	<u>8 1/2 x 2 1/2</u>	PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges	<u>10</u>	<u>10</u>
STEERN-POST for Rudder do. do.	<u>8 1/2 x 2 1/2</u>	<u>8 1/2 x 2 1/2</u>	of doubling at Bilge, or increased thickness, and length applied <u>1/2</u> length	<u>35</u>	<u>11</u>
Distance of Frames from moulding edge to moulding edge, all fore and aft	<u>24</u>	<u>24</u>	fm up. part of Bilge to l. edge of Sh'rstrake	<u>10</u>	<u>10</u>
FRAMES, Angle Iron, for 1/2 length amidships	<u>5 1/2</u>	<u>5 1/2</u>	Up or Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied from Mn. to Up. or Spar Dk. Sh'rstrake. Up. or Spar Dk Sh'rstrake, brdth & thickness	<u>40</u>	<u>12</u>
Do. for 1/4 at each end	<u>5 1/2</u>	<u>5 1/2</u>	Butt Straps to outside plating, breadth & thickness	<u>9 1/2</u>	<u>13</u>
REVERSED FRAMES, Angle Iron	<u>5 1/2</u>	<u>5 1/2</u>	Lengths of Plating	<u>five spaces of frames</u>	<u>two & three spaces do.</u>
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	<u>24 1/2</u>	<u>24 1/2</u>	Shifts of Plating, and Stringers	<u>32</u>	<u>10</u>
thickness at the ends of vessel	<u>9 1/2</u>	<u>9 1/2</u>	Gunwale Plate on ends of Awaiting Spar	<u>32</u>	<u>10</u>
depth at 1/4 the half-bdth. as per Rule	<u>12 1/2</u>	<u>12 1/2</u>	Upper Deck Beams, breadth and thickness	<u>5 1/4 x 9</u>	<u>5 1/4 x 9</u>
height extended at the Bilges	<u>Trice the amidship depth</u>	<u>Trice the amidship depth</u>	Angle Iron on ditto	<u>10 1/2</u>	<u>10 1/2</u>
BEAMS, Upper, Spar, or Awaiting Deck Single or double Ang. Iron, Plate or Tee Bulb Iron	<u>9</u>	<u>9</u>	Tie Plates fore and aft, outside Hatchways	<u>10 1/2</u>	<u>10 1/2</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, 5	<u>10 1/2</u>	<u>10 1/2</u>
Average space	<u>Alternate frames</u>	<u>Alternate frames</u>	Planksheer material and scantling	<u>Gutter Gunwale</u>	<u>Gutter Gunwale</u>
BEAMS, Main or Middle Deck Single or double Ang. Iron, Plate or Tee Bulb Iron	<u>9</u>	<u>9</u>	Waterways do. do.	<u>4 P. Pins 4</u>	<u>4 P. Pins 4</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>Iron rivet and screw bolts</u>	<u>Iron rivet and screw bolts</u>
Average space	<u>Alternate frames</u>	<u>Alternate frames</u>	How fastened to Beams	<u>Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness</u>	<u>Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness</u>
BEAMS, Lower Deck, Hold or Orlop Single or double Ang. Iron, Plate or Tee Bulb Iron	<u>9</u>	<u>9</u>	Is the Stringer Plate attached to the outside plating?	<u>Yes</u>	<u>Yes</u>
Single or double Angle Iron on Upper Edge	<u>3 1/2</u>	<u>3 1/2</u>	Angle Irons on ditto, No.	<u>4 x 4 x 9</u>	<u>4 x 4 x 9</u>
Average space	<u>Alternate frames</u>	<u>Alternate frames</u>	Tie Plates, outside Hatchways	<u>10 1/2</u>	<u>10 1/2</u>
KEELSONS Centre line, single or double plate, do. or Intercoastal, Plates	<u>16</u>	<u>16</u>	Diagonal Tie Plates on Beams, No. of pairs	<u>3 1/2</u>	<u>3 1/2</u>
Rider Plate	<u>9</u>	<u>9</u>	Waterways materials and scantlings	<u>3 1/2</u>	<u>3 1/2</u>
Bulb Plate to Intercoastal Keelson	<u>5</u>	<u>5</u>	Flat of Middle Deck do. do.	<u>2 1/2</u>	<u>2 1/2</u>
Angle Irons	<u>4</u>	<u>4</u>	How fastened to Beams	<u>29</u>	<u>29</u>
Double Angle Iron Side Keelson	<u>5</u>	<u>5</u>	Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	<u>29</u>	<u>29</u>
Side Intercoastal Plate	<u>5</u>	<u>5</u>	Is the Stringer Plate attached to the outside plating?	<u>Yes</u>	<u>Yes</u>
do. Angle Irons	<u>3 1/2</u>	<u>3 1/2</u>	Angle Irons on ditto, No.	<u>4 x 4 x 9</u>	<u>4 x 4 x 9</u>
Attached to outside plating with angle iron	<u>3 1/2</u>	<u>3 1/2</u>	Stringer or Tie Plates, outside Hatchways	<u>10 1/2</u>	<u>10 1/2</u>
BILGE Angle Irons	<u>5</u>	<u>5</u>	Flat of Lower Deck	<u>3 1/2</u>	<u>3 1/2</u>
do. Bulb Iron	<u>4</u>	<u>4</u>	Ceiling betwixt Decks, thickness and material	<u>3 1/2</u>	<u>3 1/2</u>
do. Intercoastal plates riveted to plating for length	<u>5</u>	<u>5</u>	in hold do. do.	<u>2 1/2</u>	<u>2 1/2</u>
BILGE STRINGER Angle Irons	<u>5</u>	<u>5</u>	Main piece of Rudder, diameter at head	<u>5 1/4</u>	<u>5 1/4</u>
Intercoastal plates riveted to plating for length	<u>5</u>	<u>5</u>	do. at heel	<u>5</u>	<u>5</u>
IDE STRINGER Angle Irons	<u>5</u>	<u>5</u>	Can the Rudder be unshipped afloat?	<u>Yes</u>	<u>Yes</u>
Transoms, material. Knight-heads. Hawse Timbers.	<u>Iron</u>	<u>Iron</u>	Bulkheads No. <u>1</u> Thickness of <u>16 1/2</u> Height up <u>Upper Deck</u> How secured to sides of ship <u>between double frames</u> Size of Vertical Angle Irons <u>3 1/2 x 8</u> and distance apart <u>30</u> ins. Are the outside Plates doubled two spaces of Frames in length? <u>Yes</u>		

FRAMES extend in one length from Keel to Gunwale Riveted through plates with 3/4 in. Rivets, about 6 1/2 apart.
 REVERSED ANGLE IRONS on floors and frames extend from middle line to Hold 1/2 angle and to Upper 1/2 alternately
 KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? Yes And butts properly shifted? Yes

LATING. Garboard, double riveted to Keel, with rivets 1/8 in. diameter, averaging 5 1/2 ins. from centre to centre.
 Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 3/8 in. diameter, averaging 3 1/2 ins. from centre to centre.
 Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/8 in. diameter averaging 3 1/2 ins. from centre to centre.
 Butts of three Strakes at Bilge for half length, treble riveted with Butt Straps 1/16 thicker than the plates they connect.
 Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 3/4 in. diameter, averaging 3 ins. from cr. to cr.
 Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 3 ins. from cr. to cr.
 Edges of Main Sheerstrake, double or single riveted. Upper Sheerstrake, double or single riveted. Butts of Upper or Spar Sheerstrake, treble riveted 1/2 length amidships.
 Butts of Main Sheerstrake, treble riveted for half length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for half length.
 Butts of Main Stringer Plate, treble riveted for half length amidships. Breadth of laps of plating in single riveting 4 1/2 to 5 1/2. Breadth of laps of plating in double riveting 4 1/2 to 5 1/2. Butts of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Doubles and Trebles

Waterway, how secured to Beams Gutter Gunwale (Explain by Sketch, if necessary.)
 Beams of various Decks, how secured to the sides? under turned down & riveted to gun No. of Breasthooks, Six Crutches, five
 When description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? for Shipping purposes
 Maker's name or trade mark, Plates Stockton Malleable Iron Co. Angles & Straps and Co. Bulbs Stockton Mal I. Co. Stringers and Floors Symonds and Co.

Builder's Signature Wm Pile & Co Surveyor's Signature Joseph Keen
 The above is a correct description.

IRON 457-0057

Workmanship. Are the butts of plating planed or otherwise fitted? Planed
Do the edges of the earvel work and of the butts fay close together throughout their length without requiring any making good of deficiencies? Yes
Are the fillings between the ribs and plates solid single pieces? Single solid pieces
Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? Yes
Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? Yes
Do any rivets break into or through the seams or butts of the plating? in a few instances only

Masts, Bowsprit, Yards, &c., are Iron & Wood in Good condition, and sufficient in size and length. If of Iron or Steel give 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 See Sketch attached

12600. Iron.

NUMBER for EQUIPMENT 20.170		Fathoms.	Inches.	Test per Certificate.	Length & Size req'd per Rule	Test req'd per Rule.	ANCHORS, &c.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	Weight req'd per Rule.	Test req'd per Rule.
N ^o . <i>Double built</i>	SAILS.	CABLES, &c.	270	17/8	63 1/2	17/8	63 1/2					
	Fore Sails,	Chain ...	Three links in each length of 15 fathoms									
	Fore Top Sails,	(State Machine where Tested, Date, & name of Superintendent.)	Tested to breaking strain 88 tons									
	Fore Topmast Stay Sails	Chain	75	1 1/8	Marked RMCPT 1887		Bowers ...	3	34.0-7	31.13-1-21	34.0-0	31.12-0-0
	Main Sails,	Hampn Strm Cbl	100	12	Signed		(State Machine where Tested, Date, and name of Superintendent.)		34.0-4	34.13-1-21	34.1-0	31.12-0-0
	Main Top Sails,	Hawser ...	100	8	John Hartney				30 1-8	28.18-0-14	28.1-17	27.16-0-0
and		Towlines ...	100	6	Dated July 27/74		Stream ...	1	13.2-7			
		Warp ...	100	5 1/2			Kedges ...	2	6.3-14			
		quality <u>Good</u>	100	5								

Standing and Running Rigging Complete sufficient in size and Good in quality. She has 3 Long Boats and 3 Others

The Windlass is Emmerich's Patent Capstan 2500 lbs and Rudder Good Pumps 2 Main & 1 small each eng. at each end

Engine Room Skylights.—How constructed? ✓ How secured in ordinary weather? ✓

What arrangements for deadlights in bad weather? ✓

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

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? See Ports

Cargo Hatchways.—How formed? Iron plates stiffened with bars See

State size Main Hatch 16 ft by 11 ft 8 in with hatch Forehatch 8 ft 2 in by 6 ft Quarterhatch 7 ft 10 in by 6 ft 2 in

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

What arrangement for shifting beams? ✓

Hatches, If strong and efficient? Yes

Order for Special Survey No. <u>2445</u>	DATES of Surveys held while building as per Section 18.	1st. On the several parts of the frame, when in place, and before the plating was wrought	<u>Built under S.S. and Surveyed 1873. See memo 27 March 1874 1000 24 22 25</u>
Date <u>27th March 1873</u>		2nd. On the plating during the process of riveting	<u>2731 Apl 24 5.8.91571922242528 May 1.6.9.14 1692426 23 2021 June 4.6.10.13 July 11.11.14</u>
Order for Ordinary Survey No. —		3rd. When the beams were in and fastened, and before the decks were laid ...	<u>1874 Jan. 12 2023 24 26 Feb 27 28 21 March 2.5.4.17 2028 Apl 10 11 18 22</u>
Date —		4th. When the ship was complete, and before the plating was finally coated or cemented...	
No. <u>234</u> in builder's yard.		5th. After the ship was launched and equipped	

General Remarks, (State quality of workmanship &c.) Good.
She has a Full Poop 72 Feet long, at the Front of which the Shearstrake is doubled for 24 feet with 10 in 16 in plate.
The Forecastle is 37 feet long; and She has a Deck House 16 x 36 feet.
There is a new Deck Stringer formed of double angle irons and fitted as required by Rule.

State if one, two or three decked vessel, or if open or running decked, and lengths of poop, see above fore-castle or raised quarter deck or of double or part double bottom.

How are the surfaces preserved from oxidation? Inside Cement to Bilgees paint above Outside Composition paint on Bottom; paint also

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

The amount of the Entry Fee ... £ 5 : : : is received by me, See above
Special ... £ 61 : 3 : 6 27th April 1874
Certificate ... : : : RM

(Travelling Expenses) (if any) £ —

Committee's Minute 5th May 1874

Character assigned 100 A.1.

This vessel appears to be Classed 100 A.1. recommended
Lloyd's Register Foundation