

IRON SHIP.

No. 3086 Survey held at Hartlepool Date, First Survey 20th April Last Survey 10th Decr 1874

On the S. Steamer "Pledge" Yard Number 49 Master Mrs. R. Holman

| | | |
|--|---|--|
| TONNAGE under Tonnage Deck <u>794.75</u> | ONE, OR TWO DECKED, THREE DECKED VESSEL. | Built at <u>Hartlepool</u> |
| Ditto of Third, Spar, or Awaiting Deck. | SPAR, OR AWNING DECKED VESSEL. | When built <u>1874</u> Launched <u>10th Oct</u> |
| Ditto of Poop, or Raised Cr. Dk. <u>00.07</u> | HALF BREADTH (moulded) <u>14.5</u> | By whom built <u>E. Wither & Co.</u> |
| Ditto of Houses, on Deck & S. Spar. <u>297.39</u> | DEPTH from upper part of Keel to top of Upper Deck Beams <u>18-1</u> | Owners <u>Mrs. Appleby</u> |
| Ditto of Forecastle <u>22.26</u> | GIRTH of Half Midship Frame (as per Rule) <u>28-5</u> | Port belonging to <u>West. Hartlepool</u> |
| Gross Tonnage <u>1010.37</u> | 1st NUMBER <u>60.11</u> | Destined Voyage <u>Lyne</u> |
| Less Crew Space <u>43.04</u> | 1st NUMBER, if a THREE-DECKED VESSEL deduct 7 feet <u>53.11</u> | If Surveyed while Building, Afloat, or in Dry Dock. |
| Less Engine Room <u>323.32</u> | LENGTH <u>219.6</u> | |
| Register Tonnage as cut on Beam <u>643.00</u> | 2nd NUMBER <u>13349</u> | |
| | PROPORTIONS —Breathths to Length <u>within 10</u> | |
| | Depths to Length—Upper Deck to Keel <u>within 13</u> | |
| | Main Deck ditto <u>within 13</u> | |

LENGTH on deck as per Rule 219 **BREADTH** Moulded 20 **DEPTH** top of Floors to Upper Deck Beams 16 **Power of Engines** 99 **No. of Decks with flat laid** One **No. of Tiers of Beams** Two

| Dimensions of Ship per Register, length | breadth | depth | Inches in Ship | Inches per Rule |
|--|---------|-------|----------------|-----------------|----------------|-----------------|----------------|-----------------|----------------|-----------------|----------------|-----------------|
| KEEL , depth and thickness | | | 8 1/2 | 2 3/8 | 8 1/2 | 2 3/8 | | | | | | |
| STEM , moulding and thickness | | | 7 1/4 | 2 3/8 | 7 1/4 | 2 3/8 | | | | | | |
| STERN-POST for Rudder do. do. for Propeller | | | 8 | 4 3/8 | 8 | 4 3/8 | | | | | | |
| Distance of Frames from moulding edge to moulding edge, all fore and aft | | | 23 | | 23 | | | | | | | |
| FRAMES , Angle Iron, for 1/2 length amidships Do. for 1/4 at each end | | | 3 1/2 | 3 | 3 1/2 | 3 | | | | | | |
| REVERSED FRAMES , Angle Iron | | | 3 | 2 1/2 | 3 | 2 1/2 | | | | | | |
| FLOORS , depth and thickness of Floor Plate at mid line for half length amidships thickness at the ends of vessel depth at 1/4 the half-bdth. as per Rule height extended at the Bilges | | | 17 1/2 | 7 1/6 | 17 1/2 | 7 1/6 | | | | | | |
| BEAMS , Upper, Spar, or Awaiting Deck Single or double Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper edge Average space | | | 7 | 7 1/6 | 7 | 7 1/6 | | | | | | |
| BEAMS , Main or Middle Deck Single or double Ang. Iron, Plate or Tee Bulb Iron Single, or double Angle Iron, on Upper Edge Average space | | | 2 1/2 | 2 1/2 | 2 1/2 | 2 1/2 | | | | | | |
| BEAMS , Lower Deck, Hold or Orlop Single or double Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper Edge Average space | | | 2 1/2 | 2 1/2 | 2 1/2 | 2 1/2 | | | | | | |
| KEELSONS Centre line, single or double plate, box, or intercostal, Plates Rider Plate Bulb Plate to Intercostal Keelson Angle Irons Double Angle Iron Side Keelson Side Intercostal Plate do. Angle Irons Attached to outside plating with angle iron | | | 13 1/2 | 11 1/6 | 13 1/2 | 11 1/6 | | | | | | |
| BILGE Angle Irons do. Bulb Iron do. Intercostal plates riveted to plating for length | | | 5 | 3 1/2 | 5 | 3 1/2 | | | | | | |
| BILGE STRINGER Angle Irons Intercostal plates riveted to plating for length | | | 5 | 3 1/2 | 5 | 3 1/2 | | | | | | |
| SIDE STRINGER Angle Irons | | | 5 | 3 1/2 | 5 | 3 1/2 | | | | | | |
| Transoms, material. Knight-heads. Hawse Timbers. | | | | | | | | | | | | |
| Windlass Emerson & Walker Pall Bitt | | | | | | | | | | | | |

The **FRAMES** extend in one length from Keel to gunwale Riveted through plates with 3/4 in. Rivets, about 6 in. apart.

The **REVERSED ANGLE IRONS** on floors and frames extend across middle line to upper part of bilge and to gunwale alternately

KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? yes And butts properly shifted? yes

PLATING. Garboard, double riveted to Keel, with rivets 1 in. diameter, averaging 5 ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 3/4 in. diameter, averaging 3 3/4 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 in. diameter averaging 3 1/4 ins. from centre to centre.

Butts of Two Strakes at Bilge for half length, treble riveted with Butt Straps 1 1/6 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 3/8 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 3 1/4 ins. from cr. to cr.

Edges of Main Sheerstrake, double or single riveted. **Upper Sheerstrake**, double or single riveted.

Butts of Main Sheerstrake, treble riveted for half length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.

Butts of Main Stringer Plate, treble riveted for half length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length amidships.

Breadth of laps of plating in double riveting 4 3/4 Breadth of laps of plating in single riveting 2 3/4

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Double & Treble

Waterway, how secured to Beams (Explain by Sketch, if necessary)

Beams of the various Decks, how secured to the sides? Ends turned & pieces welded No. of Breasthooks, Five Crutches, Two

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Good

Manufacturer's name or trade mark, Stockton, Hopkins & Moore Iron works.

The above is a correct description.

Builder's Signature, E. Wither & Co. Surveyor's Signature, S. J. Gladstone

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
 Are the fillings between the ribs and plates solid single pieces? Yes
 Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? They do 14082 Iron
 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? A few in butts.

Masts, Bowsprit, Yards, &c., are of Iron 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 Main Mast 64 ft. Dia. 18 in. Fore Mast 66 ft. Dia.

| NUMBER for EQUIPMENT | Fathoms. | Inches. | Test per Certificate. | Lgh. & Size req'd per Rule. | Test req'd per Rule. | ANCHORS, &c. | No. | Weight. Ex. Stock. | Test per Certificate. | Wght req'd per Rule. | Test req'd per Rule. |
|-------------------------|----------|---------|-----------------------|-----------------------------|----------------------|---|-----|--------------------|-----------------------|----------------------|----------------------|
| | | | | | | | | | | | |
| SAILS. | | | | | | | | | | | |
| Fore Sails, | 240 | 1 7/16 | 37/100 tons | 240 plates | 37-3-0-0 | Bowers ... | 3 | 10-2-12 | 19-10-3-21 | 0-0-0 | 19-5-0-0 |
| Fore Top Sails, | | | | 1-7/16 | | (State Machine where Tested, Date, and name of Superintendent.) | | 10-1-14 | 19-6-2-7 | 0-0-0 | 19-5-0-0 |
| Fore Topmast Stay Sails | | | | | | | | 10-2-0 | 19-5-1-7 | 15-1-6 | 19-5-0-0 |
| Main Sails, | 60 | 1 5/16 | | | | Stream ... | 1 | 10-1-14 | | 0-0-0 | |
| Main Top Sails, | 80 | 1 5/16 | | | | Kodges ... | 2 | 10-0-0 | | 14-0-0 | 2-5-0 |
| and | 160 | 1 5/16 | | | | | | | | | |
| quality | 120 | 1 5/16 | | | | | | | | | |

Standing and Running Rigging Wire & Hemp sufficient in size and good in quality. She has Four Long Boats and good
 The Windlass is good Capstan 2 of iron and Rudder good Pumps Foot of ym Iron
Engine Room Skylights.—How constructed? 3 in. Pine to bottom of the bridge How secured in ordinary weather? Woolen
 What arrangements for deadlights in bad weather? Woolen
Coal Bunker Openings.—How constructed? Iron bonings How are lids secured? Bars Height above deck? 9 in
Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? Ports & Scuppers

Cargo Hatchways.—How formed? 7/16 Plate
 State size Main Hatch 19-2 x 11 ft bonings 34 Forehatch 7 ft 0 in x 7 ft bonings 34 Quarterhatch 19-2 x 11 ft bonings 26 in
 If of extraordinary size, state how framed and secured?
 What arrangement for shifting beams? 7/16 Plate in centre the whole depth of bonings double angles on top edges
Hatches, If strong and efficient? Strong & good

| Order for Special Survey No. | Date | Order for Ordinary Survey No. | Date | No. in builder's yard |
|------------------------------|-----------------------------|-------------------------------|------|-----------------------|
| 404 | 20 th March 1874 | | | 49 |

1st. On the several parts of the frame, when in place, and before the plating was wrought Special Survey during building 1874
 2nd. On the plating during the process of riveting April 20-30 May 19 June 2-9 12-14 18-23
 3rd. When the beams were in and fastened, and before the decks were laid... July 2-7-10-14-20-23 Aug 5-10-14-20-26-31
 4th. When the ship was complete, and before the plating was finally coated or cemented... Sept 3-7-10-20 Oct 2-6-9 Nov 17-25-30 Dec 4-10
 5th. After the ship was launched and equipped

General Remarks, (State quality of workmanship &c.) Workmanship & material good.
 Has a raised Quarter deck frames all to the top height beams of bulk 6 1/2 x 6 1/6. Double angles on top edges 2 1/2 x 2 1/2 x 5/16. Stringer plates on and 3 9/16. Angles on top 4 x 3 x 7/16. Tie plates on beams 10 1/2 x 8 1/6. Plating outside 8 1/6 x 4 1/6 x 6 1/6. at after end flat of deck 3 1/2 x 4 Pine.
 Forecastle frames all to the top height beams of single angles 5 1/2 x 3 x 7/16. Plates of bulk 6 1/2 x 6 1/6. Double angles on top edges 2 1/2 x 2 1/2 x 3/16. Stringer plates on and of beams 20 x 6 1/6. Angles on top 3 1/2 x 3 x 7/16. Tie plates on beams 7 x 6 1/6. Plating outside 6 1/6. Deck 3 in. 7/16 Pine Waterways 7 x 9 1/4 Oak.
 Waterballast tanks fitted in fore & after hold frames at connection made in three plates. Side plates 7/16 Angles on top 3 1/2 x 3 x 7/16 Middle plates 1/16. Angles on top 2 1/2 x 2 1/2 x 5/16 top plating 6 1/6.
 additional strengthening at break of raised deck sheers plates doubled for 20 ft. with plates 2 9/16. Main deck beam stringer plates extend of frame spaces abaft break. Raised deck top 4 frame spaces before break connected by vertical plate 8 1/6. 8 ft in length. Double angles top & bottom edges. Rod beam stringer overlap 10 ft.
 length 24 ft 2 in
 8 1/6 ft in length fore tank 7 1/6 ft in length after tank 6 1/6 ft in length

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, Outside with Paint

How are the surfaces preserved from oxidation? Inside Not cemented with red lead Outside with Paint

I am of opinion this Vessel should be Classed 90 A1
 The amount of the Entry Fee ... £ 5 : 0 : 0 is received by me,
 Dec 2nd 1874 Special ... £ 48 : 6 : 0 2 Dec 1874
 Certificate ...

(Travelling Expenses) (if any) £
 Committee's Minute 23rd March 1875

Character assigned 90A
see part above

See Scantlings letter dated 10 March 1874

