

# IRON SHIP.

No. 4364 Survey held at Hull Date, First Survey July 1st 1874 Last Survey 10th April 1875

On the Paddle Steamer "Pessimer" Yard Number 197 Master Pittcock

TONNAGE under  
Tonnage Deck 1091.70  
Tonnage of Engines 875.01  
Tonnage of Boilers 79.24  
Tonnage of Saloon 94.96  
Tonnage of Deck 20.64  
Tonnage of Mast 12.27  
Gross Tonnage 1973.82  
Less Crew Space  
Less Engine Rooms 1192.62  
Register Tonnage 743.1  
as out on Beam

ONE, OR TWO DECKED, THREE DECKED VESSEL.  
SPAR, OR AWNING-DECKED VESSEL.  
Feet.  
HALF BREADTH (moulded) ...  
DEPTH from upper part of Keel to top of Upper Deck Beams  
GIRTH of Half Midship Frame (as per Rule)  
1st NUMBER ...  
1st NUMBER, if a THREE-DECKED VESSEL  
deduct 7 feet ...  
LENGTH ...  
2nd NUMBER ...  
PROPORTIONS—Breadth to Length  
Depths to Length—Upper Deck to Keel  
Main Deck ditto

Built at Hull  
When built 1874 Launched 24th Sept 72  
By whom built Callis Shipbuilding & Engineering Co. Limited  
Owners The Pessimer Saloon Steamship Co. Limited  
Port belonging to London  
Destined Voyage Channel Passage  
If Surveyed while Building, Afloat, or in Dry Dock.  
Special Survey during Building

LENGTH on deck as per Rule 150 Feet. Inches. BREADTH—Moulded 40 Feet. Inches. DEPTH top of Floors to Upper Deck Beams 17 Feet. Inches. Do. do. Main Deck Beams 4 Feet. Inches. Power of Engines 750 Horse. N° of Decks with flat laid Saloon or Engine spaces two N° of Tiers of Beams two

Dimensions of Ship per Register, length <u>349.6</u> breadth <u>40.2</u> depth <u>11.5</u>			Inches in Ship.			Inches per Rule.			Inches in Ship.			Inches per Rule.			Inches in Ship.			Inches per Rule.		
KEEL, depth and thickness	<u>flat plates...</u>																			
STEM, moulding and thickness			<u>8</u>	<u>x</u>	<u>3</u>															
STERN-POST for Rudder do. do.			<u>9</u>	<u>x</u>	<u>2 1/2</u>															
Distance of Frames from moulding edge to moulding edge, all fore and aft			<u>24</u>																	
FRAMES, Angle Iron, for 1/2 length amidships			<u>3 1/2</u>	<u>x</u>	<u>7/16</u>															
Do. for 1/4 at each end			<u>5</u>	<u>x</u>	<u>3/4</u>															
REVERSED FRAMES, Angle Iron	<u>3 1/2 x 3/4</u>		<u>25</u>	<u>x</u>	<u>7/16</u>															
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships			<u>25</u>	<u>x</u>	<u>7/16</u>															
Thickness at the ends of vessel			<u>21</u>																	
depth at 1/2 the half-bdth. as per Rule			<u>21</u>																	
height extended at the Bilges																				
BEAMS, Upper, Spar, or Awning Deck			<u>9 1/2</u>	<u>x</u>	<u>7/16</u>															
Single or double Angle Iron, Plate or Tee Bulb Iron			<u>7</u>	<u>x</u>	<u>3/4</u>															
Single or double Angle Iron on Upper edge			<u>3</u>	<u>x</u>	<u>3/4</u>															
Average space	<u>4 ft. x 6 ft.</u>																			
BEAMS, Main or Middle Deck			<u>9 1/2</u>	<u>x</u>	<u>7/16</u>															
Single or double Angle Iron, Plate or Tee Bulb Iron			<u>7</u>	<u>x</u>	<u>3/4</u>															
Single, or double Angle Iron, on Upper Edge			<u>3</u>	<u>x</u>	<u>3/4</u>															
Average space																				
BEAMS, Lower Deck			<u>9 1/2</u>	<u>x</u>	<u>7/16</u>															
Single or double Angle Iron, Plate or Tee Bulb Iron			<u>7</u>	<u>x</u>	<u>3/4</u>															
Single or double Angle Iron on Upper Edge			<u>3</u>	<u>x</u>	<u>3/4</u>															
Average space	<u>4 ft. forward &amp; aft of engine &amp; saloon spaces</u>																			
KEELSONS Centre line, single or double plate, box, or intercostal, Plates			<u>25</u>	<u>x</u>	<u>7/16</u>															
" Rider Plate																				
" Bulb Plate to Intercostal Keelson			<u>3</u>	<u>x</u>	<u>3/2</u>															
" Angle Irons	<u>top &amp; bottom</u>		<u>3</u>	<u>x</u>	<u>3/2</u>															
" Double Angle Iron Side Keelson			<u>3</u>	<u>x</u>	<u>3/2</u>															
" Side Intercostal Plates	<u>two on each side</u>		<u>3</u>	<u>x</u>	<u>3/2</u>															
" do. Angle Irons			<u>3</u>	<u>x</u>	<u>3/2</u>															
" Attached to outside plating with angle iron			<u>3</u>	<u>x</u>	<u>3/2</u>															
BILGE Angle Irons			<u>3</u>	<u>x</u>	<u>3/2</u>															
" do. Bulb Iron			<u>3</u>	<u>x</u>	<u>3/2</u>															
" do. Intercostal plates riveted to plating for length			<u>3</u>	<u>x</u>	<u>3/2</u>															
BILGE STRINGER Angle Irons																				
Intercostal plates riveted to plating for length																				
SIDE STRINGER Angle Irons																				
Transoms, material. Knight-heads. Hawse Timbers.																				
Windlass																				

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

The REVERSED ANGLE IRONS on floors and frames extend from middle line to each longitudinal and then to Gumwale 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 3/4 in. diameter, averaging 4 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 ins. from centre to centre.

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

Butts of Strakes at Bilge for length, treble riveted with Butt Straps 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 Main Sheerstrake, treble riveted for length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.

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

Breadth of laps of plating in double riveting 4 1/2 Breadth of laps of plating in single riveting

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Plates double & Treble riveted Angles properly shifted & strapped.

Waterway, how secured to Beams Butted with butts below. (Explain by Sketch, if necessary.) forward & aft riveted to frames

Beams of the various Decks, how secured to the sides? Butted & riveted across ships & turned down No. of Breasthooks, three Gratches

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

Manufacturer's name or trade mark Parkgate Iron Works, Consett, Harley Iron Co & Low Moor

The above is a correct description.

Builder's Signature, EARLE'S SHIPBUILDING & ENGINEERING CO. LIMITED Surveyor's Signature, Wm Davidson

IRON 461-0086



Workmanship. Are the butts of plating planed or otherwise fitted? yes  
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? 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? A few at Butts in way of Seam riveting

Masts, Bowsprit, Yards, &c., are \_\_\_\_\_ in \_\_\_\_\_ 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

One pole Mast at each end so as to set fore stay sail

NUMBER for EQUIPMENT

	Fathoms.	Inches.	Test per Certificate.	Length & Size req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	N <sup>o</sup> .	Weight. Ex. Stock.	Test per Certificate.	Weight req'd per Rule.	Test req'd per Rule.
SAILS.	225	17/8	63 1/4 Tons			Bowers	4	23.1.0 23.6.1.0 23.3.0 23.18.3.0 20.1.9 21.1.2.4 19.3.16 20.15.0.0			
Fore Sails,			Chain <u>Steel</u>	<u>Beaking Strain 88 7/10</u>		(State Machine where Tested, Date, and name of Super- intendent.)		<u>Septon Calpanto dated 13<sup>th</sup> Nov 1874</u>			
Fore Top Sails,			<u>Tested, Date, &amp; name of Superintendent.</u>	<u>signed Samuel Jorgensen</u>				<u>Septon Calpanto dated 13<sup>th</sup> Nov 1874</u>			
Fore Topmast Stay Sails			Hmpn Strm Cbl					<u>Septon Calpanto dated 13<sup>th</sup> Nov 1874</u>			
Main Sails,	90	7	Hawser			Stream	1	5.2.14 7.18.1.21			
Main Top Sails,	90	10	Towlines			Kedges	1	4.2.7 6.18.3.0			
Warp	90	4	quality <u>good</u>								

Standing and Running Rigging Loose Stays sufficient in size and good in quality. She has four Long Boats and 2 Life Rafts

The Windlass is 2 Capstans Power & Harpfields Patent Capstan good and Rudder good 4 in No. 1000

Engine Room Skylights.—How constructed? Galvanized & leaded How secured in ordinary weather? Draw rods & glass

What arrangements for deadlights in bad weather? Carpaullings

Coal Bunker Openings.—How constructed? Round How are lids secured? Keyed Height above deck? Flush

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? Scuppers & open Bulkheads at ends

Cargo Hatchways.—How formed? Leak Comings 15 above Deck

State size Main Hatch 10 x 7' 6" Forehatch \_\_\_\_\_ Quarterhatch \_\_\_\_\_

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>141</u>	1st. On the several parts of the frame, when in place, and before the plating was wrought	Jan'y 7. 10. 13. 28 & 30 <sup>th</sup>	Feb'y 10. 12. 19 & 24 <sup>th</sup>	March 9 <sup>th</sup> 21 & 30 <sup>th</sup>
Date <u>13 May 1874</u>	2nd. On the plating during the process of riveting	Apr 2. 10. 11. 14. 24 & 29 <sup>th</sup>	May 2. 4. 5. 8. 12. 14. 19. 23. 26 & 28 <sup>th</sup>	
Order for Ordinary Survey No. _____	3rd. When the beams were in and fastened, and before the decks were laid....	June 2. 4. 10. 17. 18. 20. 25. 26. 27 & 30 <sup>th</sup>	July 7. 14. 17. 22. 29 & 30 <sup>th</sup>	
Date _____	4th. When the ship was complete, and before the plating was finally coated or cemented....	Aug 3. 5. 6. 8. 10. 13. 15. 21. 22 & 25 <sup>th</sup>	Sept 4. 8. 11. 15. 19. 22. 24 & 29 <sup>th</sup>	
No. <u>194</u> in builder's yard	5th. After the ship was launched and equipped	Oct 20 & 26 <sup>th</sup>	Nov 2 & 11 <sup>th</sup>	Dec 2. 16. 21 & 22 <sup>nd</sup> 1874

General Remarks, (State quality of workmanship &c.) Jan'y 2. 7. 21 & 29<sup>th</sup> Feb'y 17. 23. 26 & 27<sup>th</sup> March 2. 4. 5. 11 & 12<sup>th</sup> Apr 10. 1874

This vessel has been completed in accordance with the plans submitted and approved by the Committee (a few additions being added) and all the arrangements at the low ends are completed in such a manner as to be quite satisfactory.

The Bulkheads inserted on the Report as Eight in all is substantially correct, but I am of opinion only Six should be inserted in the Register Book, as the other Two are at the extreme ends & have large watertight doors & other communication relative to steering gear close to the upper Iron Deck forming the low ends.

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

How are the surfaces preserved from oxidation? Inside With Cement & Paint Outside With Paint

I am of opinion this Vessel should be Classed A For Channel purposes only Apr

The amount of the Entry Fee ... £ 5 : - : - is received by me,

Special ... £ 74 : 7 : - 28 April 1875 W.D.

Certificate ...

(Travelling Expenses)

(if any) £ 15 : 15 : -

Committee's Minute May 6<sup>th</sup> 1875

Character assigned A for Channel purposes only



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