

IRON SHIP.

14497

Rec. 24/5/15

Survey held at Sunderland Date, First Survey March 31st 1873 Last Survey May 21st 1875.

Ship "Bermuda" Yard Number 59 Master S. H. Cleaver

Under Deck } 1146.21
Spar, Deck }
P, or }
Dk. }
uses } 13.59
recast }
age } 1159.80
Space } 42.21
Room } 371.14
Tonnage } 746.45
Beam }

ONE, OR TWO DECKED, THREE DECKED VESSEL.
SPAR, OR AWNING DECKED VESSEL.
HALF BREADTH (moulded)... Main ... 14.4
DEPTH from upper part of Keel to top of Upper Deck Beams 17.9
GIRTH of Half Midship Frame (as per Rule) ... 28.6
1st NUMBER ... 60.9
1st NUMBER, if a THREE DECKED VESSEL deduct 7 feet ...
LENGTH ... 232.5
2nd NUMBER ... 14.159
PROPORTIONS—Breadths to Length ... under 9.00
Depths to Length—Upper Deck to Keel ...
Main Deck ditto ... under 13.11

Built at Sunderland
When built 1873/4/5. Launched 11 Sep^r. 74.
By whom built Doyford & Sons
Owners Quebec & Gulf Ports Steam Shipping Co. W. Moore as above
Port belonging to Quebec eventually at Quebec
Destined Voyage Quebec
X Surveyed while Building, Afloat, & in Dry Dock.

Feet. Inches. BREADTH—Moulded... 28 9 DEPTH top of Floors to Upper Deck Beams ... 23 4 Power of Engines ... 160 N^o. of Decks with flat laid Two
Feet. Inches. Do. do. Main Deck Beams ... 16 7 N^o. of Tiers of Beams Three
ons of Ship per Register, length, 233 breadth, 29.2 depth, 22.95

	Inches in Ship.	Inches per Rule.
depth and thickness ...	<u>8 x 2 3/8</u>	<u>8 x 2 3/8</u>
moulding and thickness...	<u>7 1/4 x 2 3/8</u>	<u>7 1/4 x 2 3/8</u>
POST for Rudder do. do.	<u>8 x 4 1/2</u>	<u>8 x 4 1/2</u>
for Propeller ...	<u>23</u>	<u>23 ins</u>
of Frames from moulding edge to		(Class <u>100A</u>)
ing edge, all fore and aft ...		
S, Angle Iron, for 2/3 length amidships	<u>3 1/2</u>	<u>3 1/2</u>
or 1/2 at each end ...	<u>3 1/2</u>	<u>3 1/2</u>
SED FRAMES, Angle Iron	<u>3</u>	<u>3</u>
S, depth and thickness of Floor Plate	<u>16</u>	<u>16</u>
d line for half length amidships	<u>8</u>	<u>8</u>
ickness at the ends of vessel	<u>8 3/4</u>	<u>8 3/4</u>
epth at 2/3 the half-bdth. as per Rule	<u>twice</u>	<u>midship depth</u>
eight extended at the Bilges...	<u>twice</u>	<u>midship depth</u>
Upper Spar, on Upper Deck	<u>5 3/2</u>	<u>5 3/2</u>
d'ble Ang. Iron, on Upper Deck	<u>2 1/2</u>	<u>2 1/2</u>
double Angle Iron on Upper edge	<u>5 3/2</u>	<u>5 3/2</u>
re space...	<u>alternates</u>	<u>frames</u>
Main or Middle Deck Bulb Iron	<u>2 1/2</u>	<u>2 1/2</u>
d'ble Ang. Iron, on Upper Deck	<u>5 3/2</u>	<u>5 3/2</u>
double Angle Iron, on Upper Deck	<u>5 3/2</u>	<u>5 3/2</u>
re space...	<u>alternates</u>	<u>frames</u>
Lower Deck, Hold or Orlop	<u>5 3/2</u>	<u>5 3/2</u>
ble Ang. Iron, Plate or Tee Bulb Iron	<u>5 3/2</u>	<u>5 3/2</u>
ouble Angle Iron on Upper Edge	<u>5 3/2</u>	<u>5 3/2</u>
space...	<u>as per</u>	<u>Sketch</u>
Standing on Floors	<u>13 1/2</u>	<u>13 1/2</u>
S Centre line single or double plate,	<u>8</u>	<u>8</u>
x, or Intercoastal, Plates	<u>8</u>	<u>8</u>
r Plate	<u>5 3/2</u>	<u>5 3/2</u>
Plate to Intercoastal Keelson	<u>5 3/2</u>	<u>5 3/2</u>
le Irons	<u>5 3/2</u>	<u>5 3/2</u>
le Angle Iron Side Keelson	<u>5 3/2</u>	<u>5 3/2</u>
Intercoastal Plate	<u>3 2 1/2</u>	<u>3 2 1/2</u>
do. Angle Irons	<u>3</u>	<u>3</u>
ed to outside plating with angle iron	<u>3</u>	<u>3</u>
le Irons	<u>5 3/2</u>	<u>5 3/2</u>
Bulb Iron...	<u>7</u>	<u>7</u>
Intercoastal plates riveted to	<u>7</u>	<u>7</u>
plating for length	<u>7</u>	<u>7</u>
NGER Angle Irons	<u>5 3/2</u>	<u>5 3/2</u>
stal plates riveted to plating for	<u>5 3/2</u>	<u>5 3/2</u>
length.	<u>5 3/2</u>	<u>5 3/2</u>
GER Angle Irons	<u>5 3/2</u>	<u>5 3/2</u>

	Inches. In Ship.	16ths. In Ship.	Inches. required	16ths. required.
Flat Keel Plates, breadth and thickness ...	<u>30</u>	<u>10</u>	<u>30</u>	<u>10</u>
PLATES in Garboard Strakes, breadth and thick-	<u>30</u>	<u>10</u>	<u>30</u>	<u>10</u>
ness from Garboard to upper part of Bilges	<u>25 1/2</u>	<u>1</u>	<u>25 1/2</u>	<u>1</u>
of <u>d'bling at Bilge</u> , or increased thick-	<u>25 1/2</u>	<u>1</u>	<u>25 1/2</u>	<u>1</u>
ness, and length applied <u>half length</u>	<u>36</u>	<u>12</u>	<u>36</u>	<u>12</u>
fin up. part of Bilge to lr. edge of Sh'rstrake	<u>36</u>	<u>12</u>	<u>36</u>	<u>12</u>
Main Sheerstrake, breadth and thickness	<u>36</u>	<u>12</u>	<u>36</u>	<u>12</u>
of d'bling at Sh'rstrake, & length applied	<u>36</u>	<u>12</u>	<u>36</u>	<u>12</u>
from Mn. to Up. or Spar Dk. Sh'rstrake.	<u>36</u>	<u>12</u>	<u>36</u>	<u>12</u>
Up. or Spar Dk Sh'rstrake, brdth & thickns	<u>36</u>	<u>12</u>	<u>36</u>	<u>12</u>
Butt Straps to outside plating, breadth & thickness	<u>8 1/2</u>	<u>5 1/2</u>	<u>8 1/2</u>	<u>5 1/2</u>
Lengths of Plating ...	<u>Five</u>	<u>spaces of frames</u>	<u>Five</u>	<u>spaces of frames</u>
Shifts of Plating, and Stringers...	<u>51</u>	<u>7</u>	<u>51</u>	<u>7</u>
Gunwale Plate on ends of <u>Upper</u> Spar, <u>Upper</u>	<u>51</u>	<u>7</u>	<u>51</u>	<u>7</u>
Upper Deck Beams, breadth and thickness...	<u>5 x 3 1/2</u>	<u>7</u>	<u>5 x 3 1/2</u>	<u>7</u>
Angle Iron on ditto ...	<u>11</u>	<u>7</u>	<u>11</u>	<u>7</u>
Tie Plates fore and aft, outside Hatchways	<u>11</u>	<u>7</u>	<u>11</u>	<u>7</u>
Diagonal Tie Plates on Beams No. of Pairs,	<u>8 1/2</u>	<u>9</u>	<u>8 1/2</u>	<u>9</u>
Planksheer material and scantling } <u>Keel 8 1/2 x 9</u>	<u>8 1/2</u>	<u>9</u>	<u>8 1/2</u>	<u>9</u>
Waterways do. do. }	<u>3</u>	<u>Y.P.</u>	<u>3</u>	<u>Y.P.</u>
Flat of Upper Deck do. do. }	<u>3</u>	<u>Y.P.</u>	<u>3</u>	<u>Y.P.</u>
How fastened to Beams ...	<u>51</u>	<u>9</u>	<u>51</u>	<u>9</u>
Stringer Plate on ends of Main or Middle Deck	<u>51</u>	<u>9</u>	<u>51</u>	<u>9</u>
Beams, breadth and thickness	<u>51</u>	<u>9</u>	<u>51</u>	<u>9</u>
Is the Stringer Plate attached to the outside plating?	<u>Yes</u>		<u>Yes</u>	
Angle Irons on ditto, No. <u>Two</u> ...	<u>5 x 3 1/2</u>	<u>7</u>	<u>5 x 3 1/2</u>	<u>7</u>
Tie Plates, outside Hatchways	<u>4 x 4</u>	<u>9</u>	<u>4 x 4</u>	<u>9</u>
Diagonal Tie Plates on Beams, No. of pairs	<u>11</u>	<u>9</u>	<u>11</u>	<u>9</u>
Waterways materials and scantlings ...	<u>3 1/2</u>	<u>Y.P.</u>	<u>3 1/2</u>	<u>Y.P.</u>
Flat of Middle Deck do. do. }	<u>3 1/2</u>	<u>Y.P.</u>	<u>3 1/2</u>	<u>Y.P.</u>
How fastened to Beams ...	<u>28 1/2</u>	<u>8</u>	<u>28 1/2</u>	<u>8</u>
Stringer Plates on ends of Lower Deck, Hold or	<u>28 1/2</u>	<u>8</u>	<u>28 1/2</u>	<u>8</u>
Orlop Beams ...	<u>28 1/2</u>	<u>8</u>	<u>28 1/2</u>	<u>8</u>
Is the Stringer Plate attached to the outside plating?	<u>Yes</u>		<u>Yes</u>	
Angle Irons on ditto, No. <u>four</u> ...	<u>3 1/2 x 3 1/2</u>	<u>8</u>	<u>3 1/2 x 3 1/2</u>	<u>8</u>
Stringer or Tie Plates, outside Hatchways	<u>4 x 4</u>	<u>9</u>	<u>4 x 4</u>	<u>9</u>
Flat of Lower Deck	<u>2 1/2</u>	<u>Red Pine</u>	<u>2 1/2</u>	<u>Red Pine</u>
Ceiling betwixt Decks, thickness and material	<u>2 1/2</u>	<u>Red Pine</u>	<u>2 1/2</u>	<u>Red Pine</u>
in hold do. do. }	<u>2 1/2</u>	<u>Red Pine</u>	<u>2 1/2</u>	<u>Red Pine</u>
Main piece of Rudder, diameter at head ...	<u>5 1/4</u>	<u>3</u>	<u>5 1/4</u>	<u>3</u>
do. at heel ...	<u>5 1/4</u>	<u>3</u>	<u>5 1/4</u>	<u>3</u>
Can the Rudder be unshipped afloat? <u>Yes</u>				
Bulkheads No. <u>4</u> Thickness of <u>5/16</u>				
Height up <u>Fore to Spar Dk</u> ; remainder to <u>Main Dk</u>				
How secured to sides of ship <u>double frames</u> , except the <u>head</u>				
Size of Vertical Angle Irons <u>3 x 2 1/2 x 6</u> and distance apart <u>30</u> ins.				
Are the outside Plates doubled two spaces of Frames in length? <u>Yes</u>				

Material. Knight-heads. Hawse Timbers. Iron plates
"Patent" Patent Lap Carlings Sc
extend in one length from Keel to Gunwale
ED ANGLE IRONS on floors and frames extend from middle line to Hold B^m St^r angle and to Main D^o alternately
Are the various lengths of Plates and Angle Irons properly connected? Yes And butts properly shifted? Yes
Garboard, double riveted to Keel, with rivets 1 1/6 in. diameter, averaging 5 ins. from centre to centre.
of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 3/4 in. diameter, averaging 3 1/4 ins. from centre to centre.
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.
of Three Strakes at Bilge for half length, treble riveted with Butt Straps 7/16 thicker than the plates they connect.
from bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 3/4 in. diameter, averaging 3 1/4 ins. from cr. to cr.
from Bilge to Main Sheerstrake, worked carvel, double riveted one strike treble with rivets 3/4 in. diameter, averaging 3 1/4 ins. from cr. to cr.
of Main Sheerstrake, double or single riveted. double Upper Sheerstrake, double or single riveted. double and single
of Main Sheerstrake, treble riveted for half length amidships. Butts of Upper or Spar Sheerstrake, treble riveted half length amidships.
of Main Stringer Plate, treble riveted for half length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for half length.
of laps of plating in double riveting 4 1/2 to 5 1/4 Breadth of laps of plating in single riveting nil
Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Double and treble riveted
secured to Beams vertical nut & screw Explain by Sketch, if necessary.)
various Decks, how secured to the sides? ends turned down & riveted to No. of Breasthooks, Six Crutches, four
on of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c. Keel band Weather Quay Forge Co and
name or trade mark, Frames & Penrose frames Hoppers Radcliffe & Co also Stockton Reay & Wether both of Sunderland
Shell plates Jones Bros. and Co. Hudderspool Wall I. Co. Bulbs Stockton Wall I. Co.
is a correct description. Stringer Jones Bros. and Co. Flood Consett Iron Co.
ature, William Douglas Surveyor's Signature, James Gibson Joseph New

IRON 461-0338

14497 Iron.
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? 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 Wood in good condition, and sufficient in size and length. If of Iron or Steel
Scantlings of Plating, Angle Irons, &c., and further explain by a Sketch showing how the lower Masts and Bowsprit are constructed, show
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

NUMBER for EQUIPMENT		17.335	Fathoms.	Inches.	Test per Certificate.	Length & Size req'd pr Rule	Test req'd per Rule.	ANCHORS, &c.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	Weight req'd per Rule.
N ^o .	SAILS.	CABLES, &c.	270	1 7/16	43 2/3	270-1 7/16	43 2/3	Bowers ...	1	24.0.14	23.19.2.21	23.2.0
one complete Suit	Fore Sails,	Chain ...	Breaking Strain 61 1/2 R.V.C.P.Y.									
	Fore Top Sails,	(State Machine where Tested, Date, & name of Superintendent.)	Signed J. Hatters March 31 st 75									
	Fore Topmast Stay Sails	Chain	60	1								
	Main Sails,	Hawser	20	9								
	Main Top Sails,	Towlines	75	7 1/2								
and		Warp	75	6								
		quality	75	5								