

IRON SHIP.

15760

No. 24790 Survey held at Liverpool Date, First Survey 28 November 1874 Last Survey 30 September 1875
On the Ship Cross Hill Yard Number 114 Master Butter

TONNAGE under Tonnage Deck } <u>961.14</u>	ONE OR TWO DECKED, THREE DECKED VESSEL.	Built at <u>Seacombe, Liverpool</u>
Ditto of Third, Spar, or Awning Deck. } <u>63.25</u>	SPAR, OR AWNING-DECKED VESSEL	When built <u>1875</u> Launched <u>6th July</u>
Ditto of Poop, Raised Or Dk. } <u>10.35</u>	HALF BREADTH (moulded) <u>17.0</u>	By whom built <u>Bowdler Chaffin & Co</u>
Ditto of Houses on Deck . . . } <u>33.15</u>	DEPTH from upper part of Keel to top of Upper Deck Beams <u>23.41</u>	Owners <u>Hayton & Simpson</u>
Ditto of Fore-castle } <u>1069.44</u>	GIRTH of Half Midship Frame (as per Rule) <u>35.3</u>	Port belonging to <u>Liverpool</u>
Gross Tonnage } <u>50.58</u>	1st NUMBER <u>75.71</u>	Destined Voyage <u>Sydney</u>
Less Crew Space } <u>1018.86</u>	1st NUMBER, if a THREE-DECKED VESSEL deduct 7 feet <u>-</u>	If Surveyed while Building, Afloat, or in Dry Dock. <u>While Building & Fitting out for sea</u>
Less Engine Room } <u>1018.86</u>	LENGTH <u>204.2</u>	
Register Tonnage as cut on Beam } <u>1018.86</u>	2nd NUMBER <u>15459.9</u>	
	PROPORTIONS—Breadths to Length <u>Between 69.7</u>	
	Depths to Length—Upper Deck to Keel <u>84.9</u>	
	Main Deck ditto <u>-</u>	

Official Number 70986

LENGTH on deck as per Rule <u>204.2</u>	BREADTH—Moulded <u>34.0</u>	DEPTH top of Floors to Upper Deck Beams <u>21.3</u>	Power of Engines <u>-</u>	Horse <u>-</u>	N ^o . of Decks with flat laid <u>Two</u>	N ^o . of Tiers of Beams <u>Two</u>
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Dimensions of Ship per Register, length, 204.2 breadth, 34.0 depth, 21.3

	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.	16ths in Ship.	16ths required.	Inches in Ship.	16ths in Ship.	Inches required.	16ths required.
KEEL, depth and thickness	8 x 2 3/8	8 x 2 3/8	7 1/2 x 2 3/8	7 1/2 x 2 3/8	8	8	35	11 to 9	30	11 to 9
STEM, moulding and thickness	7 1/2 x 2 3/8	7 1/2 x 2 3/8	7 1/2 x 2 3/8	7 1/2 x 2 3/8	7	7	-	80 to 8	-	80 to 8
STERN-POST for Rudder do. do.	7 1/2 x 2 3/8	7 1/2 x 2 3/8	7 1/2 x 2 3/8	7 1/2 x 2 3/8	7	7	-	9 to 8	-	9 to 8
Distance of Frames from moulding edge to moulding edge, all fore and aft	23"	23"	23"	23"	-	-	3 Strakes increased half length	-	1/16 for	-
FRAMES, Angle Iron, for 2/3 length amidships	4 1/2	3	4 1/2	3	8	8	45	11 to 9	36	11 to 9
Do. for 1/3 at each end	3	3	3	3	7	7	-	-	-	-
REVERSED FRAMES, Angle Iron	3	3	3	3	7	7	-	-	-	-
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	26 1/2	-	23 1/2	-	9	9	-	-	-	-
thickness at the ends of vessel	-	-	-	-	7	7	-	-	-	-
depth at 3/4 the half-bdth. as per Rule	13 1/2	-	11 3/4	-	-	-	-	-	-	-
height extended at the Bilges	53	-	47	-	-	-	-	-	-	-
BEAMS, Upper, Spar, or Awning Deck } Single or d'ble Ang. Iron, Plate or Tee Bulb Iron } 8 - 8 8 - 8	8	8	8	8	8	8	-	-	-	-
Single or double Angle Iron on Upper edge	3	3	3	3	6	6	-	-	-	-
Average space	48	-	48	-	-	-	-	-	-	-
BEAMS, Main or Middle Deck } Single or d'ble Ang. Iron, Plate or Tee Bulb Iron } - - - - -	-	-	-	-	-	-	-	-	-	-
Single, or double Angle Iron, on Upper Edge	-	-	-	-	-	-	-	-	-	-
Average space	-	-	-	-	-	-	-	-	-	-
BEAMS, Lower Deck, Hold or Orlop } Single or d'ble Ang. Iron, Plate or Tee Bulb Iron } 8 - 8 8 - 8	8	8	8	8	8	8	-	-	-	-
Single or double Angle Iron on Upper Edge	3	3	3	3	6	6	-	-	-	-
Average space	48	-	48	-	-	-	-	-	-	-
KEELSONS Centre line, single or double plate, box, or intercostal plates	15	11	14	11	-	-	-	-	-	-
" Rider Plate	8	9	8	9	-	-	-	-	-	-
" Bulb Plate to Intercostal Keelson	5	3 1/2	8	5	3 1/2	8	-	-	-	-
" Angle Irons	5	3 1/2	8	5	3 1/2	8	-	-	-	-
" Double Angle Iron Side Keelson	-	-	-	-	-	-	-	-	-	-
" Side Intercostal Plate	5	7	5	7	-	-	-	-	-	-
" do. Angle Irons	5	3 1/2	8	5	3 1/2	8	-	-	-	-
" Attached to outside plating with angle iron	-	-	-	-	-	-	-	-	-	-
BILGE Angle Irons	5	3 1/2	8	5	3 1/2	8	-	-	-	-
" do. Bulb Iron	-	-	-	-	-	-	-	-	-	-
" do. Intercostal plates riveted to plating for length	-	-	-	-	-	-	-	-	-	-
BILGE STRINGER Angle Irons	5	3 1/2	8	5	3 1/2	8	-	-	-	-
Intercostal plates riveted to plating for length	-	-	-	-	-	-	-	-	-	-
SIDE STRINGER Angle Irons	-	-	-	-	-	-	-	-	-	-
Transoms, material. Knight-heads. Hawse Timbers. Plates and angle iron	-	-	-	-	-	-	-	-	-	-
Windlass <u>Iron Harfield's Patent</u> Pall Bitt <u>Iron</u>	-	-	-	-	-	-	-	-	-	-

The FRAMES extend in one length from Keel to Gunwale Riveted through plates with 7/8 in. Rivets, about 6 1/2 apart.

The REVERSED ANGLE IRONS on floors and frames extend across middle line to Lower deck 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 1/8 in. diameter, averaging 5 1/4 ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 7/8 in. diameter, averaging 3 1/4 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 7/8 in. diameter averaging 3 1/4 ins. from centre to centre.

Butts of Three Strakes at Bilge for Half length, treble riveted with Butt Straps 7/16 thicker than the plates they connect.

Edges from bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 7/8 in. diameter, averaging 3 1/2 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 7/8 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 Half length amidships.

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

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

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

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

Beams of the various Decks, how secured to the sides? Iron knees riveted to Frames No. of Breasthooks, Four Crutches, Three

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

Manufacturer's name or trade mark, Hartlepool Iron Coy.

The above is a correct description.

Builder's Signature, W. Chaffin Surveyor's Signature, J. G. Kinghorn

IRON 463-0174

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? Solid single pieces
 Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? Yes 15/60 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? Very few and only in butts

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 As Under

Mast	Length	Diem	Plating	Wood	Size of	No. of	
				Plats	Angles	Angles	
Fore	77'-11"	28"	7/16-9/16	2	4x3x3/4	4	Butt straps fitted outside. Treble riveted at partners and wounds. Remainder of butts double riveted. Seams single. Doubling plate at partners. Doubling plate at knight heads. Treble riveted at k heads.
Main	79'-11"	28"	7/16-9/16	2	4x3x3/4	4	
Mizen	72'-8"	25"	9/16-5/16	2	4x3x3/4	3	
Bowsprit	39'-2"	26"	9/16-5/16	2	4x3x3/4	6	

NUMBER for EQUIPMENT 16490

No.	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Lngh. & 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.																																																
Nearly 2 Sails and	Fore Sails,	Chain ...	135-1/2	13/4	55-2-2-0	270-1/4-55-2-0	20	1	31-2-3	29-15-0-0	3 Collection 85 1/2	28 1/2	20																																																
	Fore Top Sails,	(State Machine where Tested, Date, & name of Superintendent.)	135-1/2	13/4	55-2-2-0			Lloyds Netheriton Test. M.K. Reade Supt. 23 July 1875	31 1/2	3				30-0-0	28-12-2-0	25-8-0-0	3	20																																											
	Fore Topmast Stay Sails,	Chain	90	15	90														15	Stream ...	1	12-0-7	Including Stocks 12-0-0	Including Stocks 6-0-0	3	20																																			
	Main Sails,	Ham Strm Cbl	90	11"	90														9"								Kedges ...	1	6-0-14	Including Stocks 6-0-0	Including Stocks 3-0-0	3	20																												
	Main Top Sails,	Hawser ...	90	11"	90														9"															3-0-10	1	3-0-10	Including Stocks 3-0-0	Including Stocks 3-0-0	3	20																					
		Towlines ...	90	10"	90														5 1/2																						Long Boats and of different sizes	1	3-0-10	Including Stocks 3-0-0	Including Stocks 3-0-0	3	20														
		Warp ...	90	9 1/2"	90														5 1/2																													Pumps Iron Main & bilge & one in fore peak	1	3-0-10	Including Stocks 3-0-0	Including Stocks 3-0-0	3	20							
		quality	90	5 1/2"	90														5 1/2																																				3-0-10	1	3-0-10	Including Stocks 3-0-0	Including Stocks 3-0-0	3	20

Standing and Running Rigging Wire & Hemp sufficient in size and Good in quality. She has Long Boats and of different sizes
 The Windlass is Iron Harfields Patent Capstan 3 Iron Good and Rudder Good Pumps Iron Main & bilge & one in fore peak

Engine Room Skylights.—How constructed? As above How secured in ordinary weather? As above
 What arrangements for deadlights in bad weather? As above

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

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? 5 Scuppers. 3 Wash ports & 3 Cargo ports a side

Cargo Hatchways.—How formed? Iron Comings. Main H. Comings 12" high 7/16 thick. Fr & Qr H. Comings 2 1/2 x 7/16.

State size **Main Hatch** 15' 6" x 10' 6" Forehatch 7' 8" x 6' 0" Quarterhatch 7' 8" x 6' 0"

If of extraordinary size, state how framed and secured? As above
 What arrangement for shifting beams? One bulb iron beam in main hatch.

Hatches, If strong and efficient? Strong and efficient

Order for Special Survey No. 603 Date 21 March 1875
 Order for Ordinary Survey No. _____ Date _____
 No. _____ in builder's yard. _____
 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 } During the whole course of construction
 2nd. On the plating during the process of riveting } and fitting out for sea
 3rd. When the beams were in and fastened, and before the decks were laid. . . . }
 4th. When the ship was complete, and before the plating was finally coated or cemented. . . }
 5th. After the ship was launched and equipped

General Remarks,

Yards	Length	Material	Diem	Plating	Angles. No	
M.L.G.	73'-0"	Iron	18"	6-5-4-3	3 off 3x3x3/4	Butts of all Yards lapped. Treble riveted at slings. Remainder double riveted seams. single riveted.
M.L.G.	65'-3"	-	16"	6-5-4-3	3 off 3x3x3/4	
M.L.G.	60'-6"	-	15"	5-4-3	3 off 2 1/4 x 2 1/4 x 3/4	

Remainder of spars, of Pitch, Red pine & Spruce, of sufficient sizes
 Is a two decked vessel, with full fore-castle 34 ft long, for crew.
 House 20 ft long, fitted between fore & main masts, for officers
 donkey boiler, galley &c. Full poop 47 ft long, comprising saloon &c.

Is well built and thoroughly equipped

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 bottom.

How are the surfaces preserved from oxidation? Inside Red lead & other paint. Cement in bottom Outside Red lead & other paint

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

The amount of the Entry Fee ... £ 5 : - : - is received by me,
 Special ... £ 50 : 9 : 6 4/19 1875
 Certificate ... As above

(Travelling Expenses) (if any) £ _____
 Committee's Minute Liverpool, 1875, 5th October 1875.

Character assigned 100 A 1 - Built under Special Survey
Com-75. (A.C.P.)



16490
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