

IRON SHIP.

1546 *1875*

2022 Survey held at *Whitehaven*

Date, First Survey *16 October 1874* Last Survey *25 November 1875*

Ship *"Silverbow"*

Master *James Dougall*

Under Deck *1180.53*
 Spar Deck *43.46*
 Ditto of *16.95*
 Ditto of *27.85*
 Gross *1278.79*
 Room *57.44*
 Net *1221.35*

ONE, OR TWO DECKED, ~~THREE DECKED VESSEL.~~
~~SPAR, OR AWNING-DECKED VESSEL.~~
 HALF BREADTH (moulded) *18.0*
 DEPTH from upper part of Keel to top of Upper Deck Beams *24.25*
 GIRTH of Half Midship Frame (as per Rule) *36.75*
 1st NUMBER *79.00*
~~1st NUMBER of a THREE DECKED VESSEL~~
 LENGTH *220.*
 2nd NUMBER *17380*
 PROPORTIONS—Breadths to Length *6.11*
 Depths to Length—Upper Deck to Keel *9.07*
~~Main Deck ditto~~

Built at *Whitehaven*
 When built *1874-75* Launched *30 October 1875*
 By whom built *Whitehaven Shipbuilding Co. (Limited)*
 Owners *George Nelson & others*
 Port belonging to *Whitehaven*
 Destined Voyage *San Francisco*
 If Surveyed while Building, Afloat, or in Dry Dock.
While Building S.S. N. 226.

Feet. Inches. BREADTH—Moulded... *36* Feet. Inches. DEPTH top of Floors to Upper Deck Beams *22* 3 Feet. Inches. Power of Engines... *10* N°. of Decks with flat laid *4* N°. of Tiers of Beams *5*

of Ship per Register, length, *226.* breadth, *36.1* depth, *22.1*

Plating and thickness... *9 x 2 1/2*
 Moulding and thickness... *9 x 2 1/2*
 POST for Rudder do. do. *9 x 2 1/2*
 for Propeller... *24 inches*
 Distance of Frames from moulding edge to building edge, all fore and aft... *24 inches*
 PLATES, Angle Iron, for 1/2 length amidships... *5 x 3*
 do for 1/2 at each end... *5 x 3*
 REVERSED FRAMES, Angle Iron... *3 x 3*
 FLOORS, depth and thickness of Floor Plate... *24*
 mid line for half length amidships... *24*
 thickness at the ends of vessel... *948*
 depth at 1/2 the half-bdth. as per Rule... *12*
 height extended at the Bilges... *48*
 BEAMS, Upper, Spar, or Awning Deck... *9*
 Single or double Angle Iron, Plate or Tee Bulb Iron... *9*
 Single or double Angle Iron on Upper edge... *48*
 Average space... *48*
 BEAMS, Main or Middle Deck... *9*
 Single or double Angle Iron, Plate or Tee Bulb Iron... *9*
 Single or double Angle Iron on Upper Edge... *48*
 Average space... *48*
 KEELSONS Centre line, single or double plate, *16*
 do. or Intercoastal Plates... *16*
 Rider Plate... *9*
 Bulb Plate to Intercoastal Keelson... *9*
 Angle Irons... *5 x 4*
 Double Angle Iron Side Keelson... *5 x 4*
 Side Intercoastal Plate... *5 x 4*
 do. Angle Irons... *5 x 4*
 Attached to outside plating with angle iron... *5 x 4*
 GILGE Angle Irons... *5 x 4*
 do. Bulb Iron... *5 x 4*
 do. Intercoastal plates riveted to plating for length... *5 x 4*
 LOWER STRINGER Angle Irons... *5 x 4*
 Intercoastal plates riveted to plating for length... *5 x 4*
 SIDE STRINGER Angle Irons... *5 x 4*

Flat Keel Plates, breadth and thickness... *36*
 PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges... *11*
 of doubling at Bilges or increased thickness... *10*
 and length applied amidships... *11*
 from up. part of Bilge to lr. edge of Strake... *10*
 Main Sheerstrake, breadth and thickness... *10*
 of doubling at Strake, & length applied... *11*
 from Mn. to Up. or Spar Dk. Strake... *10*
 Main or Up. or Spar Dk Strake, brdth & thickness... *46*
 Butt Straps to outside plating, breadth & thickness... *12*
 Lengths of Plating... *12 feet*
 Shifts of Plating, and Stringers... *4 feet*
 Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness... *44*
 Angle Iron on ditto... *5 x 4*
 Tie Plates fore and aft, outside Hatchways... *10*
 Diagonal Tie Plates on Beams No. of Pairs, *3*
 Planksheer material and scantling... *10*
 Waterways do. do. *Iron gutter cemented*
 Flat of Upper Deck do. do. *Yellow Pine 4*
 How fastened to Beams *Galv. Mon. rivets & down bolts*
 Stringer Plate on ends of Main or Middle Deck... *8*
 Is the Stringer Plate attached to the outside plating? *yes*
 Angle Irons on ditto, No. *2*
 Tie Plates, outside Hatchways... *10*
 Diagonal Tie Plates on Beams, No. of pairs... *10*
 Waterways materials and scantlings... *do.*
 Flat of Middle Deck do. *do.*
 How fastened to Beams... *do.*
 Stringer Plates on ends of Lower Deck, *Hold or*
 Orlop Beams... *28*
 Is the Stringer Plate attached to the outside plating? *yes*
 Angle Irons on ditto, No. *2*
 Stringer or Tie Plates, outside Hatchways... *10*
 Flat of Lower Deck... *3 1/2*
 Ceiling between Decks, thickness and material... *3 1/2*
 Main piece of Rudder, diameter at head... *5 1/2*
 do. at heel... *3 1/4*
 Can the Rudder be unshipped afloat? *yes*
 Bulkheads No. *1* Thickness of *1/2*
 Height up to main deck... *1 1/2*
 How secured to sides of ship *double framed*
 Size of Vertical Angle Irons *3 x 3 x 3/4* and distance apart *30* ins.
 Are the outside Plates doubled two spaces of Frames in length? *yes*

Transoms, material. Knight-heads. Hawse Timbers. *Iron*
 Vindlass *Iron* Pall Bitt *Iron*

The FRAMES extend in one length from *Keel* to *gunwale* Riveted through plates with *1/2* in. Rivets, about 6 in. apart.
 The REVERSED ANGLE IRONS on floors and frames extend from middle line to *Main deck Stringer* and to *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 *1/2* 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 *1/2* in. diameter, averaging *3 1/2* ins. from centre to centre.
 Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets *1/2* 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 *1/2* thicker than the plates they connect.
 Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets *1/2* in. diameter, averaging *3 1/2* ins. from cr. to cr.
 Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets *1/2* in. diameter, averaging *3 1/2* 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.*
 Breadth of laps of plating in double riveting *5 1/2* Breadth of laps of plating in single riveting *5 1/2*
 Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? *yes*
 How secured to Beams *Riveted* (Explain by Sketch, if necessary.) *Keelsons connected*
 How secured to the sides? *Welded knees riveted to the frames* No. of Breasthooks, *Stringers & Clutches, at the Rudder.*
 What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *angle iron from R. & G. & Co.*
 Manufacturer's name or trade mark, *from Stockton Malleable Iron Company & the plates from Bolton-Vanhook & Co.*

The vessel is a *corvette*.
 Builder's name, *Whitehaven* *Whitehaven Shipbuilding Co. (Limited)* Surveyor's name, *James Dougall*
 Surveyor's name, *James Dougall*
 Lloyd's Register
 IRON 664-0092

