

IRON SHIP.

1640

No. 3638 Survey held at Stockton Date, First Survey 1st Jan^r Last Survey May 29th
On the Iron Steamer "Beal" Master Bass

TONNAGE under
Tonnage Deck } 655.28
Ditto of Third Spar, or Awning Deck } 3.86
Ditto of Poop, or Raised Or. Dk. } 119.18
Ditto of Houses on Deck } 4.49
Ditto of Forecastle } 47.30
Gross Tonnage } 829.11
Less Crew Space } 30.00
Less Engine Room } 265.53
Register Tonnage as cut on Beam } 533.58

ONE, OR TWO DECKED, THREE DECKED VESSEL.
SPAR, OR AWNING-DECKED VESSEL.
HALF BREADTH (moulded) ... 18^{ft.} 2^{in.}
DEPTH from upper part of Keel to top of Upper Deck Beams 16^{ft.} 8^{in.}
GIRTH of Half Midship Frame (as per Rule) ... 25^{ft.} 5^{in.}
1st NUMBER ... 11
1st NUMBER, if a THREE-DECKED VESSEL ... 11
LENGTH ... 218-9
2nd NUMBER ... 12450
PROPORTIONS—Breadths to Length ... 1 1/2 to 8
Depths to Length—Upper Deck to Keel ... 13 to 14
Main Deck ditto ...

Built at Stockton
When built 1846 Launched 25th Jan^r
By whom built Pearse & Co
Owners General Steam Navigation Co
Port belonging to London
Destined Voyage Rotterdam
Surveyed while Building, Afloat, or in Dry Dock

PLANS CASE

LENGTH on deck as per Rule ... 228^{ft.} 9^{in.} BREADTH—Moulded ... 28^{ft.} 5^{in.} DEPTH top of Floors to Upper Deck Beams ... 15^{ft.} 0^{in.} Power of Engines ... 135 Horse. No. of Decks with flat laid ... 2 No. of Tiers of Beams ... 2

	Inches in Ship.	Inches per Rule.		Inches in Ship.	Inches per Rule.
KEEL, depth and thickness	8 x 2 3/8	8 x 2 3/8	FLAT KEEL PLATES, breadth and thickness	34 1/2	10/16
STEM, moulding and thickness	8 x 2 3/8	8 x 2 3/8	PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges of doubling at Bilge, or increased thickness, and length applied	34 1/2	10/16
STERN-POST for Rudder do. do. for Propeller	8 x 2 3/8	8 x 2 3/8	fm up. part of Bilge to lr. edge of Sh'rstrake	18	8/16
Distance of Frames from moulding edge to moulding edge, all fore and aft	22	(Class 1001)	Sheerstrake, breadth and thickness of doubling at Sh'rstrake, & length applied from Main to Upper or Spar Dk. Sh'rstrake.	34 1/2	10/16
FRAMES, Angle Iron, for 1/2 length amidships Do. for 1/4 at each end	3 1/2 x 3 1/2	3 1/2 x 3 1/2	Up. or Spar Dk Sh'rstrake, brdth & thickness	34 1/2	10/16
REVERSED FRAMES, Angle Iron	3 1/2 x 3 1/2	3 1/2 x 3 1/2	Butt Straps to outside plating, breadth & thickness	18 1/2	10/16
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships thickness at the ends of vessel depth at 1/2 the half-bdth. as per Rule height extended at the Bilges	16 1/2 x 16 1/2	16 1/2 x 16 1/2	Lengths of Plating	110	110
BEAMS, Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper edge Average space	4 x 4	4 x 4	Shifts of Plating, and Stringers	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	4 x 4	4 x 4	Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness	48	48
BEAMS, Lower Deck, Hold, or Orlop Single or d'ble Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper Edge Average space	4 x 4	4 x 4	Angle Iron on ditto	48	48
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates Rider Plate Bulb Plate to Intercoastal Keelson Angle Irons Double Angle Iron Side Keelson Side Intercoastal Plate do. Angle Irons Attached to outside plating with angle iron	13 x 13	13 x 13	Tie Plates fore and aft, outside Hatchways	10	10
BILGE Angle Irons do. Bulb Iron do. Intercoastal plates riveted to plating for length	4 1/2 x 3 1/2	4 1/2 x 3 1/2	Diagonal Tie Plates on Beams No. of Pairs, Planksheer material and scantling Waterways do. do. Flat of Upper Deck do. do. How fastened to Beams Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness	24	24
BILGE-STRINGER Angle Irons Intercoastal plates riveted to plating for length	4 1/2 x 3 1/2	4 1/2 x 3 1/2	Is the Stringer Plate attached to the outside plating?	Yes	
SIDE STRINGER Angle Irons	4 1/2 x 3 1/2	4 1/2 x 3 1/2	Angle Irons on ditto, No. Tie Plates, outside Hatchways Diagonal Tie Plates on Beams, No. of pairs Waterways materials and scantlings Flat of Middle Deck do. do. How fastened to Beams Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	24	24
Transoms, material. Knight-heads. Hawse Timbers. Windlass Emerson & Walker Steam Pall Batt			Is the Stringer Plate attached to the outside plating?	Yes	

The FRAMES extend in one length from Keel to gunwale Riveted through plates with 3/4 in. Rivets, about 16
The REVERSED ANGLE IRONS on floors and frames extend across middle line to Hold Beam Straps and to gunwale
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 1/8 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 3/8 in. diameter, averaging 3 3/8 ins. from centre to centre.
Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 1/8 in. diameter averaging 3 3/8 ins. from centre to centre.
Butts of Three Strakes at Bilge for one-half length, treble riveted with Butt Straps 1/16 thicker than the plates they connect.
Edges from bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 3/8 in. diameter, averaging 3 3/8 ins. from cr. to cr.
Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/8 in. diameter, averaging 3 3/8 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 1/2 length amidships.
Butts of Main Stringer Plate, treble riveted for length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for 1/2 length.
Breadth of laps of plating in double riveting 1 1/2 Breadth of laps of plating in single riveting 1
Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted?
Waterway, how secured to Beams Butt (Explain by Sketch, if necessary.)
Beams of the various Decks, how secured to the sides? Ends turned & welded No. of Breasthooks, 3 Crutches, 3
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? good
Manufacturer's name or trade mark, Powells & Co Stockton Malleable
The above is a correct description.
Builder's Signature, W. Pearse & Co Surveyor's Signature, W. Minwell
Surveyor to Lloyd's Register of British

Are the butts of plating planed or otherwise fitted?

Planed

16457 ton

carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies?

Yes

between the ribs and plates solid single pieces?

Solid pieces

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?

Some in butts

Masts, Bowsprit, Yards, &c., are of Pine 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 52' 6" x 16 1/2"

Fore Mast 60' x 16 1/2"

NUMBER for EQUIPMENT

NUMBER for EQUIPMENT						ANCHORS.		N ^o .		Weight.		Test per		W'ght req'd		Test req'd	
						Bowers				Ex. Stock.		Certificate		per Rule.		per Rule.	
N ^o .	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Length & Size req'd pr Rule.	Test req'd per Rule.	(State, Machine where Tested, Date, & name of Suprntndt.)									
	Fore Sails,	Chain	240	1 1/2	34 1/8	240	34 1/8		3	18 x 3.0	19.13.0.18	18 x 3.0	19.13.0.18				
	Fore Top Sails,	Chain	240	1 1/2	34 1/8	240	34 1/8			18 x 1.6	19.6.2.4	18 x 1.6	19.6.2.4				
	Fore Topmast Stay Sails	Chain	240	1 1/2	34 1/8	240	34 1/8			16 x 1.0	19.11.3.18	15.1.6	16 1/2				
	Main Sails,	Chain	240	1 1/2	34 1/8	240	34 1/8										
	Main Top Sails,	Chain	240	1 1/2	34 1/8	240	34 1/8										
	Main Topmast Stay Sails	Chain	240	1 1/2	34 1/8	240	34 1/8										
	Stream	Chain	240	1 1/2	34 1/8	240	34 1/8										
	Kedges	Chain	240	1 1/2	34 1/8	240	34 1/8										