

IRON SHIP.

No. 12219 Survey held at Newcastle Date, First Survey 16 Dec^r 1845 Last Survey 14th May 1846
On the S.S. "Widgeon" Master

TONNAGE under Tonnage Deck 601.33
Ditto of Third, Spar, or Awning Deck 128.02
Ditto of Poop, or Raised Qr. Dk. 9.94
Ditto of Houses on Deck 48.41
Ditto of Forecastle 784.70
Gross Tonnage 32.22
Less Crew Space 755.48
Less Engine Room 252.06
Register Tonnage as cut on Beam 503.42

ONE, OR TWO DECKED, THREE DECKED VESSEL.
~~SPAR, OR AWNING DECKED VESSEL.~~
HALF BREADTH (moulded) 14.3 Feet.
DEPTH from upper part of Keel to top of Upper Deck Beams 15.4
GIRTH of Half Midship Frame (as per Rule) 26.1
1st NUMBER 55.8
~~1st NUMBER, if a THREE DECKED VESSEL~~
LENGTH 218.5
2nd NUMBER 12192
PROPORTIONS—Breadths to Length Under 8
Depths to Length—Upper Deck to Keel Under 15
Main Deck ditto

Built at Newcastle
When built 1846 Launched 24 March
By whom built C. Mitchell & Co
Owners General Steam Nav. Co.
Port belonging to London
Destined Voyage
If Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule 218 Feet. 6 Inches. BREADTH—Moulded... 28 Feet. 6 Inches. DEPTH top of Floors to Upper Deck Beams 13 Feet. 11 Inches. Power of Engines 160 Horse. N^o. of Decks with flat laid Two N^o. of Tiers of Beams Two

Dimensions of Ship per Register, length, 219.5 breadth, 28.6 depth, 14.1

KEEL, depth and thickness 7 x 2 3/4
STEM, moulding and thickness... 7 x 2 3/8
STERN-POST for Rudder do. do. 6 1/2 x 4 1/2
for Propeller 7 x 4 3/4
Distance of Frames from moulding edge to moulding edge, all fore and aft 22
FRAMES, Angle Iron, for 1/2 length amidships 3 1/2 x 3
Do. for 1/2 at each end 3 1/2 x 3
REVERSED FRAMES, Angle Iron 3 x 2 1/2
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships 17
thickness at the ends of vessel 6
depth at 3/4 the half-bdth. as per Rule 9
height extended at the Bilges... Twice midship height
BEAMS, Upper, Spar, or Awning Deck 7 x 7
Single or double Angle Iron, Plate or Tee Bulb Iron 3 x 3
Average space... alternate frame
BEAMS, Main, or Middle Deck 5 x 3
Single or double Angle Iron, Plate or Tee Bulb Iron 5 x 3
Average space... alternate frame
BEAMS, Lower Deck, Hold, or Orlop 4 1/2 x 3 1/2
Single or double Angle Iron, Plate or Tee Bulb Iron 4 1/2 x 3 1/2
Average space... alternate frame
KEELSONS Centre line, single or double plate, 7
Intercoastal, Plates 7
Rider Plate 7
Bulb Plate to Intercoastal Keelson 7
Angle Irons 4 1/2 x 3 1/2
Double Angle Iron Side Keelson 4 1/2 x 3 1/2
Side Intercoastal Plate 4 1/2 x 3 1/2
do. Angle Irons 4 1/2 x 3 1/2
Attached to outside plating with angle iron 4 1/2 x 3 1/2
BILGE Angle Irons 4 1/2 x 3 1/2
do. Bulb Iron 4 1/2 x 3 1/2
do. Intercoastal plates riveted to plating for length 7
BILGE STRINGER Angle Irons 4 1/2 x 3 1/2
Bulb Intercoastal plates riveted to plating for length 7
SIDE STRINGER Angle Irons 4 1/2 x 3 1/2
Transoms, material. Knight-heads. Hawse Timbers. Iron
Windlass Barker Patent Pall Bitt Iron

Flat Keel Plates, breadth and thickness 32 Inches. 13 16ths. 32 Inches. 13 16ths.
PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges of doubling at Bilge, or increased thickness, and length applied 20 Strakes, 10 one strake doubled
fm up. part of Bilge to lr. edge of Sh'rstrake 8 x 9
Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied 36 10 36 10
from Main to Upper or Spar Dk. Sh'rstrake 8 for 3/4 the length
Upper Spar Dk. Sh'rstrake, breadth & thickness 10 to 14 1/2 10 to 7
Butt Straps to outside plating, breadth & thickness 10 to 14 1/2 10 to 7
Lengths of Plating See frame spaces
Shifts of Plating, and Stringers Two frame spaces
Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness... 54 9 48 10
Angle Iron on ditto 4 x 4 x 7 4 1/2 x 3 1/2 x 7
Tie Plates fore and aft, outside Hatchways 10 8 10 8
Diagonal Tie Plates on Beams, No. of Pairs, 10 8 10 8
Plank-sheer material and scantling Butter walking
Waterways do. do. P.P. 3 1/2
Flat of Upper Deck do. do. nut & screw bolts
How fastened to Beams See frame spaces
Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness 12 7
Is the Stringer Plate attached to the outside plating? no
Angle Irons on ditto, No. 4 1/2 x 3 1/2 x 7
Tie Plates, outside Hatchways 4. Pine 3 in.
Diagonal Tie Plates on Beams, No. of pairs 13. Pine 2 1/2
Waterways material and scantling See frame spaces
Flat of Middle Deck do. do. See frame spaces
How fastened to Beams See frame spaces
Stringer Plates on ends of Lower Deck, Hold or Orlop Beams 12 7
Is the Stringer Plate attached to the outside plating? no
Angle Irons on ditto, No. 4 1/2 x 3 1/2 x 7
Stringer or Tie Plates, outside Hatchways 4. Pine 3 in.
Flat of Lower Deck 13. Pine 2 1/2
Ceiling betwixt Decks, thickness and material in hold do. See frame spaces
Main piece of Rudder, diameter at head 5
do. at heel 3 1/2
Can the Rudder be unshipped afloat? yes
Bulkheads No. 4 Thickness of 5/16
Height up to deck
How secured to sides of ship double frame
Size of Vertical Angle Irons 5 x 2 1/2 x 7 and distance apart 30 ins.
Are the outside Plates doubled two spaces of Frames in length? yes

The FRAMES extend in one length from Keel to gunwale Riveted through plates with 3/4 in. Rivets, about 6 apart.
The REVERSED ANGLE IRONS on floors and frames extend from middle line to upper pt. of bilge 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 7/8 in. diameter, averaging 3 1/2 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 1/2 ins. from centre to centre.
Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 in. diameter averaging 3 1/2 ins. from centre to centre.
Butts of Two Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 7/8 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 1/2 ins. from cr. to cr.
Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 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, double riveted for 1/2 length amidships. Butts of Upper or Spar Sheerstrake, treble riveted 1/2 length amidships.
Butts of Main Stringer Plate, treble riveted for 1/2 length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for 1/2 length amidships.
Breadth of laps of plating in double riveting 5 1/2 x 4 1/2 Breadth of laps of plating in single riveting 5 1/2 x 4 1/2

Butt Straps of Keelsons, Stringer and Tie Plates, treble or double Riveted? yes
Waterway, how secured to Beams riveted (Explain by Sketch, if necessary.)
Beams of the various Decks, how secured to the sides? Solid Nuts rivets to frame No. of Breasthooks, 4 Crutches, 3
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Ordinary
Manufacturer's name or trade mark, R. & Telling Co. Plate & Port Co & Bolckow Mangham & Co
The above is a correct description.
Builder's Signature, C. Mitchell & Co Surveyor's Signature, Geo. J. Cooper
Surveyor to Lloyd's Register of British and Foreign Shipping.

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? *few*

16466 Iron

Masts, Bowsprit, Yards, &c., are *New* 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

Schooner rigged - Two Masts

NUMBER for EQUIPMENT			13411	Fathoms.	Inches.	Test per Certificate.	Length & Size req'd pr Rule.	Test req'd per Rule.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.	
N ^o .	SAILS.	CABLES, &c.	240	1 5/8	34 tons	240-1 5/8	34 tons	34 tons	Bowers	1	17-0-0	18-5-00	16-3-0	18-0-0	
	Fore Sails,	Chain		135.51			51 tons			1	16-3-0	18-0-2-14	16-3-0	18-0-0	
	Fore Top Sails,	(State Machine where Tested, Date, & name of Superintendent.)	R. W. C. P. Y. J. Haddeson												
	Fore Topmast Stay Sails						8/2/76								
	Main Sails,		Hmpa Strm Cbl	90	1 5/8		90-1 5/8								
	Main Top Sails,		Hawser ...	75	8										
			Towlines ...	90	6		90-8								
		Warp ...	90	5 1/2		90-5									
		quality	90												

Standing and Running Rigging *Wire rope* sufficient in size and *good* in quality. She has *Two Life Boats* and *3 others*

The Windlass is *good* Capstan *good* and Rudder *good* Pumps *Sufficient* *Good*

Engine Room Skylights.—How constructed? *Iron clad to bridge deck* How secured in ordinary weather? *Bolted*

What arrangements for deadlights in bad weather? *With top with solid shutters & bullseyes*

Coal Bunker Openings.—How constructed? *Iron rim & cover* How are lids secured? *Chain* Height above deck? *flush*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Ports & scuppers*

Cargo Hatchways.—How formed? *Plates & angle bars in the usual way*

State size Main Hatch *14.6 x 9* Forehatch *—* Quarterhatch *12 x 9*

If of extraordinary size, state how framed and secured? *Not extraordinary size*

What arrangement for shifting beams? *Shung two fore & after*

Hatches, If strong and efficient? *Yes*

Order for Special Survey No. <i>1109</i>	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	<i>Build under Special Survey</i>			
Date <i>8 Dec 70</i>		2nd. On the plating during the process of riveting	<i>1878 Dec-10. 22. 31. 1876 Jan 5. 7. 10. 14. 17. 20.</i>			
Order for Ordinary Survey No. <i>—</i>		3rd. When the beams were in and fastened, and before the decks were laid...	<i>27. Feb 1. 10. 17. 25. March 2. 13. 15. 23. 27. April 3.</i>			
Date <i>—</i>		4th. When the ship was complete, and before the plating was finally coated or cemented...	<i>5. 6. 12. 20. 27. May 2. 8. 9. 12. 17.</i>			
No. <i>333</i> in builder's yard.		5th. After the ship was launched and equipped				

General Remarks (State quality of workmanship, &c.) *This is a two decked vessel built in accordance with the approved midsection plans attached & Secretary's letter VII 13th Dec^r 1875.*

She is fitted with water ballast under Bayside & Boiler for a distance of 40 ft. - Tank top 5/16 - Central girder 7/16 other girders 5/16 - This tank has been tested & found satisfactory - Additional girders are fitted under engine seating as shown in ticked lines in red ink on tracing of midsection.

A bilge keel is fitted for 1/2 length of this form 

A Poop 68 ft long from Stem Post - Bridge deck 53 ft long & Top-sallant Forecastle 45 ft long are fitted - Beams A. & 4 1/2 x 3 x 5/16 - Stringers 24 x 5/16 Tier 9 x 5/16 - Side Plating 7/16 - The Beams on Main deck from fore part of after hatch to the fore end of engine space are plated with 5/16 between stringers & ties. The workmanship & material are alike satisfactory.

State if one, two, or three, decked vessel; or if spar, or awning decked; and the lengths of poop, forecastle, or raised quarter deck, and the length of double, or part double bottom.

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

I am of opinion this Vessel should be Classed *100 A1*

The amount of the Entry Fee ... £ 5 : : : is received by me, *T. Young*

Special Certificate ... £ 27 : 10 : : 2 June 1876

(Travelling Expenses, if any, £)

Committee's Minute *6th June* 18 *76*

Character assigned *100 A1*

double bottom

R. W. Lloyd's

4 masts. masted 103, foremast, mainmast on fore.

Lloyd's Register