

IRON SHIP.

16885
Regd 5/11

No. 11494 Survey held at Sunderland Date, First Survey October 11th 1875 Last Survey 26th Sep^r

On the Sea or "Dawn" pro tem

Master

TONNAGE under Tonnage Deck } including Decks of Hold, Spar, or Awning Deck.	504.47	ONE, OR TWO DECKED, THREE DECKED VESSEL.
		SPAR, OR AWNING-DECKED VESSEL.
Ditto of Poop, or Raised Qr. Dk. }	17.62	HALF BREADTH (moulded) 11.91
Ditto of Houses on Deck }		DEPTH from upper part of Keel to top of Upper Deck Beams 13.50
Ditto of Forecastle	522.09	GIRTH of Half Midship Frames (as per Rule) 23.08
Gross Tonnage		1st NUMBER 48.49
Less Crew Space	26.57	1st NUMBER, if a THREE-DECKED VESSEL [deduct 7 feet]
Less Engine Room	193.64	LENGTH 148.0
Register Tonnage as out of Beam }	328.45	2nd NUMBER 71.76
		PROPORTIONS—Breadths to Length under 6.52
		Depths to Length—Upper Deck to Keel under
		Main Deck ditto under 11.82

Built at Sunderland
When built 1876. Launched May
By whom built Wm. Pile and Co.
Owners Pile & Co. 34 St. Thomas St. London
Port belonging to London
Destined Voyage China trade
* Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule ...	148 0	BREADTH—Moulded ...	23 11	DEPTH top of Floors to Upper Deck Beams ...	18 5	Power of Engines ...	45 H.P.	No. of Decks with flat laid	Two
				Do. do. Main Deck Beams ...	12 5			No. of Tiers of Beams	Two

	Inches in Ship	Inches per Rule		Inches in Ship	Inches per Rule
KEEL, depth and thickness ...	7 x 1 5/8	7 x 1 5/8	FLAT KEEL PLATES, breadth and thickness ...	30	8
STEM, moulding and thickness ...	6 1/4 x 1 5/8	6 1/4 x 1 5/8	PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges of doubling at Bilge, or increased thickness, and length applied ...	30	7.6
STERN-POST for Rudder do. do. for Propeller ...	6 1/4 x 3 1/4	6 1/4 x 3 1/4	fm up. part of Bilge to l. edge of Sh'rstrake	33	7.6
Distance of Frames from moulding edge to moulding edge, all fore and aft ...	21	(Class 100A)	Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied from Mn. to Upper or Spar Dk. Sh'rstrake.	33	9
FRAMES, Angle Iron, for 3/4 length amidships ...	3 3 6	3 3 6	Up. or Spar Dk Sh'rstrake, brdth & thickns	33	9
Do. for 1/2 at each end ...	3 3 5	3 3 5	Butt Straps to outside plating, breadth & thickness	9 3/4	10.5
EVERSED FRAMES, Angle Iron ...	2 1/2 2 1/2 5	2 1/2 2 1/2 5	Lengths of Plating ...	5 1/2	5
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships ...	13 1/2	7.6	Shifts of Plating, and Stringers ...	20	6
thickness at the ends of vessel ...	5	5	Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness ...	20	6
depth at 3/4 the half-bdth. as per Rule ...	6 3/4	6 3/4	Angle Iron on ditto ...	3.3	6
height extended at the Bilges. <i>Twice amidship depth minus 2 1/2 ins</i>	4	3	Tie Plates fore and aft, outside Hatchways ...	8	6
BEAMS, Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	4	3	Diagonal Tie Plates on Beams No. of Pairs,	9 x 6 1/2	
Single or double Angle Iron on Upper edge ...	alternate frames		Planksheer material and scantling	2 1/2	4 P.
Average space ...	6	3 1/2	Waterways do. do. ...	2 1/2	4 P.
BEAMS, Main, or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	6	3 1/2	Flat of Upper Deck do. do. ...	32	7
Single or double Angle Iron, on Upper Edge ...	alternate frames		How fastened to Beams ...	32	7
Average space ...			Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness ...	3.3	6
BEAMS, Lower Deck, Hold, or Orlop Single or d'ble Ang. Iron, Plate or Tee Bulb Iron			Is the Stringer Plate attached to the outside plating? <i>Yes</i>	3.3	6
Single or double Angle Iron on Upper Edge ...			Angle Irons on ditto, No. <i>Two</i> ...	8	7
Average space ...			Tie Plates, outside Hatchways ...		
KEELSONS Centre line, single or double plate, box, or Intercostal, Plates	10	8	Diagonal Tie Plates on Beams, No. of pairs		
Rider Plate ...	7	8	Waterways materials and scantlings ...	3	4 P.
Bulb Plate to Intercostal Keelson ...	3	3	Flat of Middle Deck do. do. ...	3	4 P.
Angle Irons ...	3	3	How fastened to Beams ...	3	4 P.
Double Angle Iron Side Keelson ...	3	3	Stringer Plates on ends of Lower Deck, Hold or Orlop Beams ...		
Side Intercostal Plate ...			Is the Stringer Plate attached to the outside plating? <i>Yes</i>		
do. Angle Irons ...			Angle Irons on ditto, No. ...		
Attached to outside plating with angle iron			Stringer or Tie Plates, outside Hatchways ...		
BILGE Angle Irons ...	3	3	Flat of Lower Deck ...		
do. Bulb Iron ...	5 1/2	5	Ceiling betwixt Decks, thickness and material in hold do. do. ...	2 1/2	4 P.
do. Intercostal plates riveted to plating for length ...			Nil	3 3/4	5
BILGE STRINGER Angle Irons ...	3	3	Main piece of Rudder, diameter at head ...	3 3/4	5
Intercostal plates riveted to plating for length ...			do. at heel ...	2 1/4	5
SIDE STRINGER Angle Irons ...	3	3	Can the Rudder be unshipped afloat? <i>Yes</i>		
do. Bulb Iron for 3/5 length ...	3 1/2	5	Bulkheads No. <i>4</i> Thickness of <i>1/4</i> in		
Transoms, material. Knight-heads. Hawse Timbers.			Height up <i>Main Deck</i>		
as <i>"Harfield's" Patent</i> <i>Pat. & Co. Secured to Iron plates</i>			How secured to sides of ship <i>between double frames</i>		

FRAMES extend in one length from Keel to Awning Deck Riveted through plates with 3/4 in. Rivets, about 6 apart.

The REVERSED ANGLE IRONS on floors and frames extend from middle line to main Dk and Awning to 5th gun 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 in. diameter, averaging 5 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 1/4 ins. from centre to centre.

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

Butts of one Strakes at Bilge for half length, double 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 3/4 in. diameter, averaging 3 1/4 ins. from cr. to

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 3 1/4 ins. from cr. to

Edges of Main Sheerstrake, double or single riveted. Upper Sheerstrake, double or single riveted.

Butts of Main Sheerstrake, double riveted for whole length amidships. Butts of Upper or Spar Sheerstrake, treble riveted whole length amidships

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

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

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

Waterway, how secured to Beams } vertical nut & screw bolts Explain by Sketch, if necessary.)

Beams of the various Decks, how secured to the sides? Brackets, riveted to D. & S. P. No. of Breasthooks, 4

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating &c.? all plates from J. Langham and Co

Manufacturer's name or trade mark, all angles and Bulbs Stockton Mall

The above is a correct description.

Builder's Signature, J. Pile Rev Surveyor's Signature, J. P. Pile

Surveyor to Lloyd

