

IRON SHIP.

Survey held at Stockton Date, First Survey 15th May Last Survey 14th Nov^r 18⁶⁶

Ship British Enterprise Master John Glennie Gray

NAME under 1549.58 ONE, OR TWO DECKED, THREE DECKED VESSEL.
 SPAR, OR AWNING-DECKED VESSEL.
 HALF BREADTH (moulded)... 20-0 Feet.
 DEPTH from upper part of Keel to top of Upper Deck Beams 25-10
 GIRTH of Half Midship Frame (as per Rule) ... 39-4
 1st NUMBER ... 85-5
 1st NUMBER, if a ~~THREE DECKED VESSEL~~
 LENGTH ... 231-5
 2nd NUMBER ... 2028
 PROPORTIONS—Breadths to Length ... under 6
 Depths to Length—Upper Deck to Keel ... under 10
 Main Deck ditto ...

Built at Stockton
 When built 1846 Launched 5th Oct^r 1846
 By whom built Richardson Dicks & Co
 Owners British Shipowners
 Port belonging to Sunderland
 Destined Voyage Australia
 If Surveyed while Building, Afloat, or in Dry Dock.

Official Number 1639.58

LENGTH deck as per Rule ... 231-5 Breadth—Moulded... 20-0 DEPTH top of Floors to Upper Deck Beams ... 25-10 Power of Engines ... 1 N° of Decks with flat laid two
 Dimensions of Ship per Register, length, 231-5 breadth, 20-0 depth, 25-10

Inches in Ship.	Inches per Rule.			Inches in Ship.	Inches per Rule.		
	Inches	Inches	16ths		Inches	Inches	16ths
KEEL, depth and thickness	9	2 3/4	8	9 1/2	2 1/2	8	
STEM, moulding and thickness	9	2 3/4	8	9	2 1/2	8	
STERN-POST for Rudder do. do.	9	2 3/4	8	9	2 1/2	8	
for Propeller	9	2 3/4	8	9	2 1/2	8	
Distance of Frames from moulding edge to moulding edge, all fore and aft	24			24			(Class 100A1)
FRAMES, Angle Iron, for 2/3 length amidships	5 1/2	3 1/2	8	5 1/2	3 1/2	8	
Do. for 1/3 at each end	5	3	8	5	3	8	
REVERSED FRAMES, Angle Iron	3 1/2	3 1/2	8	3 1/2	3 1/2	8	
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	25	10	8	25	10	8	
thickness at the ends of vessel	14 1/2	8	8	14 1/2	8	8	
depth at 1/2 the half-bdth. as per Rule	14 1/2	8	8	14 1/2	8	8	
height extended at the Bilges...	50			50			
BEAMS, Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	9 1/2	9	8	9 1/2	9	8	
Single or double Angle Iron on Upper edge	3 1/2	3 1/2	8	3 1/2	3 1/2	8	
Average space...	48			48			
BEAMS, Main, or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	10	10	10	10	10	10	
Single or double Angle Iron on Upper Edge	3 1/2	3 1/2	8	3 1/2	3 1/2	8	
Average space...	48			48			
BEAMS, Lower Deck, Hold, or Orlop Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	10	10	10	10	10	10	
Single or double Angle Iron on Upper Edge	3 1/2	3 1/2	8	3 1/2	3 1/2	8	
Average space...	48			48			
KEELSONS Centre line, single or double plate, box, or Intercostal, Plates	11	16 x 9/16	18	13			
" Rider Plate	11	16 x 9/16	18	13			
" Bulb Plate to Intercostal Keelson	11	16 x 9/16	18	13			
" Angle Irons	5 1/2	4	8	5 1/2	4	8	
" Double Angle Iron Side Keelson	5 1/2	4	8	5 1/2	4	8	
" Side Intercostal Plate	5 1/2	4	8	5 1/2	4	8	
" do. Angle Irons	5 1/2	4	8	5 1/2	4	8	
" Attached to outside plating with angle iron	5 1/2	4	8	5 1/2	4	8	
BILGE Angle Irons	5 1/2	4	8	5 1/2	4	8	
" do. Bulb Iron	5 1/2	4	8	5 1/2	4	8	
" do. Intercostal plates riveted to plating for length	5 1/2	4	8	5 1/2	4	8	
BILGE STRINGER Angle Irons	5 1/2	4	8	5 1/2	4	8	
Intercostal plates riveted to plating for length	5 1/2	4	8	5 1/2	4	8	
SIDE STRINGER Angle Irons	5 1/2	4	8	5 1/2	4	8	
Transoms, material. Knight-heads. Hawse Timbers.	Plating & Angles						
Windlass	Patent						
Pull Bitt	Patent						

Flat Keel Plates, breadth and thickness ...
 PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges of ~~double~~ at Bilge, or increased thickness, and length applied 33 ft. from fin up part of Bilge to Ir. edge of Sh'strake Main Sheerstrake, breadth and thickness of ~~double~~ at Sh'strake, & length applied from Mn. to Up. or Spar Dk. Sh'strake. Up. or Spar Dk Sh'strake, brdth & thickness
 Butt Straps to outside plating, breadth & thickness
 Lengths of Plating ...
 Shifts of Plating, and Stringers...
 Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness...
 Angle Iron on ditto ...
 Tie Plates fore and aft, outside Hatchways
 Diagonal Tie Plates on Beams No. of Pairs, 5
 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 ...
 Is the Stringer Plate attached to the outside plating?
 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 ...
 Is the Stringer Plate attached to the outside plating?
 Angle Irons on ditto, No. ...
 Stringer or Tie Plates, outside Hatchways ...
 Flat of Lower Deck diag. or in way ...
 Ceiling betwixt Decks, thickness and material ...
 in hold do. do. ...
 Main piece of Rudder, diameter at head ...
 do. at heel ...
 Can the Rudder be unshipped afloat? Yes
 Bulkheads No. one Thickness of 1/16
 Height up Upper Deck
 How secured to sides of ship Double Frames
 Size of Vertical Angle Irons 3 1/2 x 3 1/2 x 9/16 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 1/8 in. Rivets, about 1/2 apart.
 The REVERSED ANGLE IRONS on floors and frames extend across middle line to gunwale 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 1/8 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 1/8 in. diameter, averaging 3 1/8 ins. from centre to centre.
 Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 1/8 in. diameter averaging 3 1/8 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 1/8 in. diameter, averaging 3 1/8 ins. from cr. to cr.
 Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 1/8 in. diameter, averaging 3 1/8 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 Gutter (Explain by Sketch, if necessary.)
 Beams of the various Decks, how secured to the sides? Beam ends turned & welded No. of Breasthooks, two Crutches, four
 What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? good
 Manufacturer's name or trade mark, Horsley & Co. & Bowfield
 The above is a correct description.
Richardson Dicks & Co Surveyor's Signature,
 Surveyor to Lloyd's Register of British and Foreign Shipping.

IRON 469-0117



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 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? *None in Butts*

1733/Jan

Masts, Bowsprit, Yards, &c., are *Iron* in *good* condition, and sufficient in size and length. If of Iron or Steel Scantlings of Plating, Angle Irons, &c., and further explain by a Sketch showing how the lower Masts and Bowsprit are constructed, show the number of Plates and Angle Irons, mode of riveting, quality of Materials, and if stamped with Maker's name. *Bowesfield*

State also Length and Diameter of Lower Masts and Bowsprit *Fore Mast 84' x 9" x 31" three plates in the round, 7/16, 5/16, 3/16 three angles 5 1/2 x 3 1/2 x 9/16 checks 1 1/2 angles 5 1/2 x 3 1/2 x 9/16 all seams single riveted & butts double triple riveted. Main Mast 84' x 3" x 25" in other respects as Fore Mast. Mizen Mast 49' x 2" x 28" plates 3/16, 5/16, 3/16 three angles 4 x 3 x 1/2 checks 9/16 angles 4 1/2 x 3 1/2 x 9/16 in other respects as Fore Mast. Bowsprit 34' x 30" plates 3/16, 5/16, 3/16 three angles 4 x 3 x 1/2 checks 9/16 angles 4 1/2 x 3 1/2 x 9/16 in other respects as Fore Mast.*

No.	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Length & Size req'd per Rule.	Test req'd per Rule.	ANCHORS.					
								No.	Weight. Ex. Stock.	Test per Certificate.	Wght req'd per Rule.	Test per Rule.	
	Fore Sails,	Chain	240	1 1/2	64	1 1/2	64	3	36-2-21	33-15-0-0	36-2-0	33-0	0
	Fore Top Sails,	2 Leads							36-2-0	33-8-3-0	36-2-0	33-0	0
	Fore Topmast Stay Sails	2 Shrodders							32-0-0	30-2-2-0	31-0-3	31-0	0
	Main Sails,	Hmpn Strm Cbl	90	1 1/2					Same as Chain Cables				
	Main Top Sails,	Hawser ...	90	10					Sept 24 1/2 x 30 1/2 184 lb.				
		Towlines ...	90	12					12-0-0				
		Warp ...	90	12					4-0-2				
		quality good	90	12					3-2-0				

Standing and Running Rigging *Iron & Hemp* sufficient in size and *good* in quality. She has *3* Long Boats and *three* others. The Windlass is *good* Capstan *good* and Rudder *good* Pumps *good* (Iron of metal)

Engine Room Skylights. How constructed? *Iron* How secured in ordinary weather? *Iron*

What arrangements for deadlights in bad weather? *Iron*

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

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

Cargo Hatchways.—How formed? *Iron* State size Main Hatch *16' x 11'* Forehatch *8' x 6'* Quarterhatch *2 of 8' x 3' x 6'*

If of extraordinary size, state how framed and secured? *Iron*

What arrangement for shifting beams? *Beam plates 22' x 1 1/2" with two angles 3 1/2 x 3 1/2 x 1 1/2"*

Hatches, If strong and efficient? *Yes*

Order for Special Survey No.	Date	1st.	2nd.	3rd.	4th.	5th.
546	May 1876	On the several parts of the frame, when in place, and before the plating was wrought	On the plating during the process of riveting	When the beams were in and fastened, and before the decks were laid	When the ship was complete, and before the plating was finally coated or cemented	After the ship was launched and equipped
		May 15, 30 June 12, 19, 22, 29 July 4, 11, 18, 19	26, 28, 31 Aug 2, 12, 21, 29, 31 Sept 5, 6, 9, 8, 14, 18, 20	25, 27, 28 Oct 2	18, 19, 21, 26, 31, Nov 6, 11, 13	

General Remarks (State quality of workmanship, &c.) *Workmanship and Materials good*

Has a foremast Forecastle frames to top height Beams Bulk 6" x 9/16 angles on de 2 1/2 x 2 1/2 x 9/16 stringer on de 2 1/2 x 9/16 angles 3 x 3 x 9/16 Sic plate 9" x 9/16 plating 9/16 Deck 3" W.P fastened with 9/16 b.s.s.

Poop rounded gunwale Beams 6" x 3" x 9/16 stringer on de 2 1/2 x 9/16 angle on de 3 x 3 x 9/16 Sic plate 9" x 9/16 plating 9/16 Deck 3" W.P fastened with 9/16 b.s.s.

Keel strake doubled from Forecastle to Poop 1 1/2 x 9/16

Richard P. D. S.

State if one, two, or three, decked vessel, or if spar, or running deck, 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 A 1*

The amount of the Entry Fee ... £ 5 : : : is received by me, *Nov 14 1876*

Special ... £ 65 : 19 : 6 *Nov 14 1876*

Certificate ...

(Travelling Expenses, if any, £)

Committee's Minute *21st November 1876*

Character assigned *100 A 1*

APM

Adm

