

IRON SHIP.

No. 3734 Survey held at Hartlepool Date, First Survey 2nd August Last Survey 27th Dec 1876
 On the Sw. S. "Laictur" Master Picott

TONNAGE under } 982.46
 Tonnage Deck }
 Ditto of Third, Spar, }
 or Awning Deck. }
 Ditto of Poop, or } 96.99
 Raised Qr. Dk. }
 Ditto of Houses } 121.23
 or Deck } 30.80
 Ditto of Forecastle } 20.93
 Gross Tonnage } 1254.49
 Less Crew Space } 49.57
 Less Engine Room } 401.44
 Register Tonnage } 803.48
 as cut on Beam }

ONE, OR TWO DECKED, THREE DECKED VESSEL.
 SPAR, OR AWNING DECKED VESSEL.
 HALF BREADTH (moulded) 15-0
 DEPTH from upper part of Keel to top of Upper Deck Beam 19-1
 GIRTH of Half Midship Frame (as per Rule) 30-2
 1st NUMBER 64.11
 1st NUMBER, if a THREE-DECKED VESSEL
 [deduct 7 feet]
 LENGTH 228-0
 2nd NUMBER 14842
 PROPORTIONS—Breadths to Length 12
 Depths to Length—Upper Deck 12
 Main Deck ditto

Built at Hartlepool
 When built 1876 Launched 16 November
 By whom built E. & W. Withy & Co.
 Owners Steel Young & Co.
 Port belonging to London
 Destined Voyage West India
 If Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule ... 228 Feet. 0 Inches. BREADTH—Moulded ... 31 Feet. 5 Inches. DEPTH top of Floors to Upper Deck Beams ... 17 Feet. 6 Inches. Power of Engines ... 110 H.P. No. of Decks with flat laid one No. of Tiers of Beams two

Dimensions of Ship per Register, length 228 breadth, 31-0 depth, 17-4

	Inches in Ship.	Inches per Rule.
KEEL, depth and thickness	<u>8 + 2 3/8</u>	<u>8 + 2 3/8</u>
STEM, moulding and thickness	<u>8 + 2 3/8</u>	<u>7 1/2 + 2 3/8</u>
STERN-POST for Rudder do. do.	<u>8 + 4 1/2</u>	<u>7 1/2 + 4 1/2</u>
for Propeller	<u>11 + 4 1/2</u>	<u>7 1/2 + 4 1/2</u>
Distance of Frames from moulding edge to moulding edge, all fore and aft	<u>23</u>	<u>23</u>
FRAMES, Angle Iron, for 1/2 length amidships	<u>4</u> <u>3</u> <u>7/16</u>	<u>4</u> <u>3</u> <u>7/16</u>
Do. for 1/2 at each end	<u>4</u> <u>3</u> <u>7/16</u>	<u>4</u> <u>3</u> <u>7/16</u>
REVERSED FRAMES, Angle Iron	<u>3</u> <u>3</u> <u>7/16</u>	<u>3</u> <u>3</u> <u>7/16</u>
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	<u>19</u> <u>+</u> <u>8 1/6</u> <u>7 1/6</u> <u>19</u> <u>+</u> <u>8 1/6</u> <u>7 1/6</u>	<u>19</u> <u>+</u> <u>8 1/6</u> <u>7 1/6</u> <u>19</u> <u>+</u> <u>8 1/6</u> <u>7 1/6</u>
thickness at the ends of vessel	<u>15</u> <u>7/16</u>	<u>15</u> <u>7/16</u>
depth at 1/2 the half-bdth. as per Rule	<u>38</u> <u>3</u> <u>7/16</u>	<u>38</u> <u>3</u> <u>7/16</u>
height extended at the Bilges	<u>5 1/2</u> <u>3</u> <u>7/16</u>	<u>5 1/2</u> <u>3</u> <u>7/16</u>
BEAMS, Upper, Spar, or Awning Deck Single or double Ang. Iron, Plate or Tee Bulb Iron	<u>5 1/2</u> <u>3</u> <u>7/16</u>	<u>5 1/2</u> <u>3</u> <u>7/16</u>
Single or double Angle Iron on Upper edge	<u>23</u>	<u>23</u>
Average space	<u>23</u>	<u>23</u>
BEAMS, Main, or Middle Deck Single or double Ang. Iron, Plate or Tee Bulb Iron	<u>5 1/2</u> <u>3</u> <u>7/16</u>	<u>5 1/2</u> <u>3</u> <u>7/16</u>
Single or double Angle Iron on Upper Edge	<u>5 1/2</u> <u>3</u> <u>7/16</u>	<u>5 1/2</u> <u>3</u> <u>7/16</u>
Average space	<u>5 1/2</u> <u>3</u> <u>7/16</u>	<u>5 1/2</u> <u>3</u> <u>7/16</u>
BEAMS, Lower Deck, Hold, or Orlop Single or double Ang. Iron, Plate or Tee Bulb Iron	<u>8 1/2</u> <u>+</u> <u>8 1/6</u> <u>8 1/2</u> <u>+</u> <u>8 1/6</u>	<u>8 1/2</u> <u>+</u> <u>8 1/6</u> <u>8 1/2</u> <u>+</u> <u>8 1/6</u>
Single or double Angle Iron on Upper Edge	<u>4 1/2</u> <u>3</u> <u>7/16</u>	<u>4 1/2</u> <u>3</u> <u>7/16</u>
Average space	<u>8 + 10</u> <u>spaces</u>	<u>8 + 10</u> <u>spaces</u>
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates	<u>15 1/2</u> <u>+</u> <u>11 1/6</u> <u>15</u> <u>+</u> <u>11 1/6</u>	<u>15 1/2</u> <u>+</u> <u>11 1/6</u> <u>15</u> <u>+</u> <u>11 1/6</u>
" Rider Plate	<u>11</u> <u>+</u> <u>11 1/6</u> <u>10 3/4</u> <u>+</u> <u>11 1/6</u>	<u>11</u> <u>+</u> <u>11 1/6</u> <u>10 3/4</u> <u>+</u> <u>11 1/6</u>
" Bulb Plate to Intercoastal Keelson	<u>5</u> <u>3 1/2</u> <u>8 1/6</u> <u>5</u> <u>3 1/2</u> <u>8 1/6</u>	<u>5</u> <u>3 1/2</u> <u>8 1/6</u> <u>5</u> <u>3 1/2</u> <u>8 1/6</u>
" Angle Irons	<u>5</u> <u>3 1/2</u> <u>8 1/6</u> <u>5</u> <u>3 1/2</u> <u>8 1/6</u>	<u>5</u> <u>3 1/2</u> <u>8 1/6</u> <u>5</u> <u>3 1/2</u> <u>8 1/6</u>
" Double Angle Iron Side Keelson	<u>5</u> <u>3 1/2</u> <u>8 1/6</u> <u>5</u> <u>3 1/2</u> <u>8 1/6</u>	<u>5</u> <u>3 1/2</u> <u>8 1/6</u> <u>5</u> <u>3 1/2</u> <u>8 1/6</u>
" Side Intercoastal Plate	<u>5</u> <u>3 1/2</u> <u>8 1/6</u> <u>5</u> <u>3 1/2</u> <u>8 1/6</u>	<u>5</u> <u>3 1/2</u> <u>8 1/6</u> <u>5</u> <u>3 1/2</u> <u>8 1/6</u>
" do. Angle Irons	<u>5</u> <u>3 1/2</u> <u>8 1/6</u> <u>5</u> <u>3 1/2</u> <u>8 1/6</u>	<u>5</u> <u>3 1/2</u> <u>8 1/6</u> <u>5</u> <u>3 1/2</u> <u>8 1/6</u>
" Attached to outside plating with angle iron	<u>5</u> <u>3 1/2</u> <u>8 1/6</u> <u>5</u> <u>3 1/2</u> <u>8 1/6</u>	<u>5</u> <u>3 1/2</u> <u>8 1/6</u> <u>5</u> <u>3 1/2</u> <u>8 1/6</u>
BILGE Angle Irons	<u>5</u> <u>3 1/2</u> <u>8 1/6</u> <u>5</u> <u>3 1/2</u> <u>8 1/6</u>	<u>5</u> <u>3 1/2</u> <u>8 1/6</u> <u>5</u> <u>3 1/2</u> <u>8 1/6</u>
" do. Bulb Iron	<u>7</u> <u>+</u> <u>7 1/6</u> <u>7</u> <u>+</u> <u>7 1/6</u>	<u>7</u> <u>+</u> <u>7 1/6</u> <u>7</u> <u>+</u> <u>7 1/6</u>
" do. Intercoastal plates riveted to plating for length	<u>5</u> <u>3 1/2</u> <u>8 1/6</u> <u>5</u> <u>3 1/2</u> <u>8 1/6</u>	<u>5</u> <u>3 1/2</u> <u>8 1/6</u> <u>5</u> <u>3 1/2</u> <u>8 1/6</u>
BILGE STRINGER Angle Irons	<u>5</u> <u>3 1/2</u> <u>8 1/6</u> <u>5</u> <u>3 1/2</u> <u>8 1/6</u>	<u>5</u> <u>3 1/2</u> <u>8 1/6</u> <u>5</u> <u>3 1/2</u> <u>8 1/6</u>
Intercoastal plates riveted to plating for length	<u>5</u> <u>3 1/2</u> <u>8 1/6</u> <u>5</u> <u>3 1/2</u> <u>8 1/6</u>	<u>5</u> <u>3 1/2</u> <u>8 1/6</u> <u>5</u> <u>3 1/2</u> <u>8 1/6</u>
SIDE STRINGER Angle Irons	<u>5</u> <u>3 1/2</u> <u>8 1/6</u> <u>5</u> <u>3 1/2</u> <u>8 1/6</u>	<u>5</u> <u>3 1/2</u> <u>8 1/6</u> <u>5</u> <u>3 1/2</u> <u>8 1/6</u>

Flat Keel Plates, breadth and thickness
 PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges of doubling at Bilge, or increased thickness, and length applied
 fm up. part of Bilge to l.r. edge of Sh'rstrake Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied from Mn. to Upr. or Spar Dk. Sh'rstrake. Up. or Spar Dk. Sh'rstrake, breadth & thickness
 Butt Straps to outside plating, breadth & thickness 11 1/2 + 9 1/2 + 9 1/2 10 1/2 11 1/2 + 9 1/2 + 9 1/2 10 1/2
 Lengths of Plating 9 ft. 7 in.
 Shifts of Plating, and Stringers 146
 Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness 33 9 1/6 32 3/4 9 1/6
 Angle Iron on ditto 5 + 3 1/2 + 8 1/6 5 + 3 1/2 + 8 1/6
 Tie Plates fore and aft, outside Hatchways Iron Deck Iron Deck
 Diagonal Tie Plates on Beams No. of Pairs, Plank-sheer material and scantling
 Waterways do. do.
 Flat of Upper Deck do. do. 5 1/8 4 1/6
 How fastened to Beams 5 1/8 4 1/6
 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 29 8 1/6 29 8 1/6
 Is the Stringer Plate attached to the outside plating?
 Angle Irons on ditto, No. 2 3 1/2 + 3 1/2 + 8 1/6 8 1/2 + 3 1/2 + 8 1/6
 Stringer or Tie Plates, outside Hatchways
 Flat of Lower Deck
 Ceiling betwixt Decks, thickness and material 2 1/2 fine 2 1/2
 in hold do. do. 2 1/2 " 2 1/2
 Main piece of Rudder, diameter at head 5 1/2 3
 do. at heel
 Can the Rudder be unshipped afloat? Yes
 Bulkheads No. 4 Thickness of 6 1/6
 Height up main Deck after one to Cabin Deck plating over.
 How secured to sides of ship to double frames
 Size of Vertical Angle Irons 3 + 3 + 6 1/6 and distance apart 30 ins.
 Are the outside Plates doubled two spaces of Frames in length? Yes

Transoms, material. Knight-heads. Hawse Timbers. Plates
 Vindlass Bayliss Patent Pall Bitt Iron

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

The REVERSED ANGLE IRONS on floors and frames extend across middle line to above hold beam string 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 1 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 3/4 in. diameter, averaging 3 3/8 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 + 3 5/8 ins. from centre to centre.

Butts of Three Strakes at Bilge for half length, treble riveted with Butt Straps 1 1/6 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 3/8 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 3 5/8 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 half length amidships. Butts of Upper or Spar Sheerstrake, treble riveted half length amidships.

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

Breadth of laps of plating in double riveting 4 3/4 Breadth of laps of plating in single riveting none

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

Waterway, how secured to Beams (Explain by Sketch, if necessary.) Butts, ends, tapered & secured with bolts

Beams of the various Decks, how secured to the sides? Bracket pieces to angle beams. No. of Breasthooks, Six Crutches, Three

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Good

Manufacturer's name or trade mark, Steel Young & Co. Hartlepool N. S. Co.

The above is a correct description. Edw. Withy & Co. Surveyor's Signature, S. P. Gladstone

Builder's Signature, Edw. Withy & Co. 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? *They do*
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? *A few in butts.*

1757
Ernst

State also Length and Diameter of Lower Masts and Bowsprit *Main Mast 66 ft. Diameter 18 1/2. Fore Mast 70 ft. Dia 19 in.*

Standing and Running Riggings *Wich Hand* sufficient in size and *good* in quality. She has *Four* Long Boats (and *9* good)
The Windlass is *good* Capstan *One of two* and Rudder *good* Pumps *Four of 6 inch & one 5 inch Metal*
Engine Room Skylights.—How constructed? *3 in Oak & coming to top of bulkhead* How secured in ordinary weather? *Bullseyes*
What arrangements for deadlights in bad weather? *Bullseyes*
Coal Bunker Openings.—How constructed? *Iron coverings* How are lids secured? *Bars* Height above deck? *11 1/2 inches*
Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Ports & Scuppers*

State size **Main Hatch** 19 ft. 2 x 11 ft. *bowing* 34 in Forehatch 7 ft. 6 x 7 ft. 0 *bowing* 34 Quarterhatch 19 ft. 2 x 11 ft. *bowing* 31 in

What arrangement for shifting beams? Shifting web beam in each hatchway the whole depth of beam.

Order for Special Survey No. 504 § 50 : 1st On the several parts of the frame when in 1846

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

Is fitted with Raised Quarter Deck planks all to the top height beams of built iron
7 x 7 1/2. Double angles on top edges 3 x 3 x 5/16. Stringer plates on ends 4 x 9 1/2 angles on str. br. 3 x 3 x 5/16.
Pic plates 22 x 11 x 9/16, plating outside 9/16 - 8/16 to 6/16. Deck 3 1/2 x 4. Pine fastened with 8/16
nut bolts.

Water ballast tanks fitted in fore & after hold. flannel cut connection inside with knee plates, side plates $7/16$. Angles on do. $4 \times 3 \times 7/16$. Web plates $6/16$. Angles on do. $3 \times 2 \times 7/16$.

1/2" plating 6/16, additional strengthening at break of raised deck beam.
Stringer plates extend 7 frame spaces above break raised D. & frame spaces below.

Sheekwaters doubled for 20 ft. North of shell platform treble riveted in neighborhood of same. Hold beam stringer overtop about 16 ft. Deck house up 19 ft + 13 ft - framed with 4x3

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: *Not cemented with Red Oxide Paint* Outside: *Other parts with Zinc* *For Fair 103*
I am of opinion this Vessel should be Classed *95 A1* *Edw. W. H. Co.*

The amount of the Entry Fee£ 5 : 0 : 0, is received by me,

Special £ 55 : 2 : 6 - 3 1/2 1877

Certificate ... : :

(Travelling Expenses, if any, £)

Committee's Minute *5th January* 18*74*

Character assigned

W. L. W. Parker to Louis Kelly down Rtn 156 ft D.W. South bottom 7562 18m 4/1/22