

IRON SHIP.

No. 4061 Survey held at *Hartlepool* Date, First Survey *26th March* Last Survey *17th Sept* 1870

On the *S.S. "Annandale"* Master *Sanderson*

TONNAGE under Tonnage Deck 1267.42
 Ditto of Third, Spar, or Awaiting Deck. 140.99
 Ditto of Deck, or Raised Qr. Dk. 124.97
 Ditto of Houses 14.31
 Ditto of Deck 14.60
 Ditto of Forecastle 23.93
 Gross Tonnage 1594.02
 Less Crew Space 52.20
 1541.74
 Less Engine Room 510.09
 Register Tonnage 1031.65
 as out on Beam

ONE, OR TWO DECKED, THREE DECKED VESSEL.
 SPAR, OR AWNING-DECKED VESSEL.
 HALF BREADTH (moulded)... 16-7
 DEPTH from upper part of Keel to top of Upper Deck Beams 20-9 1/2
 GIRTH of Half Mids. Frame (as per Rule) 33-7
 1st NUMBER 70-11 1/2
 1st NUMBER, THREE-DECKED VESSEL [deduct 7 feet] 263-2
 2nd NUMBER 18641
 PROPORTIONS—Breadths to Length 7 1/2 to 100
 Depths to Length—Upper Deck to Keel 12 to 13
 Main Deck ditto

Built at *Hartlepool*
 When built *1840* Launched *15 Aug*
 By whom built *E. & W. Withy & Co.*
 Owners *Steel Young & Co.*
 Port belonging to *London*
 Destined Voyage *Bussorah*
 If Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule 263 2 BREADTH—Moulded 33 2 DEPTH top of Floors to Upper Deck Beams 19
 Do. do. Main Deck Beams 19
 Power of Engines 140 Horse. No. of Decks with flat laid One No. of Tiers of Beams Two

Dimensions of Ship per Register, length, 264-5 breadth, 33-4 depth, 10-9

	Inches in Ship.	Inches per Rule.		Inches in Ship.	Inches per Rule.		Inches in Ship.	Inches per Rule.		Inches in Ship.	Inches per Rule.
KEEL, depth and thickness	9 + 2 1/2	9 + 2 1/2	STEM, moulding and thickness	8 1/2 + 2 1/2	8 1/2 + 2 1/2	STERN-POST for Rudder do. do.	8 1/2 + 5	8 1/2 + 5	" " for Propeller	8 1/2 + 5	8 1/2 + 5
Distance of Frames from moulding edge to moulding edge, all fore and aft	24	24	FRAMES, Angle Iron, for 3/4 length amidships	4 1/2 3	7 1/6 4 1/2 3	Do. for 1/2 at each end	4 1/2 3	6 1/6 4 1/2 3	REVERSED FRAMES, Angle Iron	3 3	7 1/6 3 3
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	2 1/2 +	9 1/6 2 1/2 +	" thickness at the ends of vessel	7 1/6	7 1/6	" depth at 3/4 the half-bdth. as per Rule	7 1/6	7 1/6	" height extended at the Bilges	straight and to turn	4
BEAMS, Upper, Spar, or Awaiting Deck Single or double Angle Iron, Plate or Tee Bulb Iron	5 1/2 3	8 1/6 5 1/2 3	Single or double Angle Iron on Upper edge	24	24	Average space	8	8 1/6	BEAMS, Main, or Middle Deck Single or double Angle Iron, Plate or Tee Bulb Iron	3 3	6 1/6 3 3
Single or double Angle Iron, on Upper Edge	40	40	Average space	9	9 1/6	BEAMS, Lower Deck, Hold, or Orlop Single or double Angle Iron, Plate or Tee Bulb Iron	4 + 3 1/2 8 1/6	4 + 3 1/2 8 1/6	Single or double Angle Iron on Upper Edge	4 + 12 plates	8 + 12 plates
Average space	20 +	10 1/6 17 +	12 1/6	5	4 9 1/6	5	4 9 1/6	5 4 9 1/6	BILGE Angle Irons	5 4 9 1/6	5 4 9 1/6
" do. Bulb Iron	5 4 9 1/6	5 4 9 1/6	" do. Intercoastal plates riveted to plating for length	5 4 9 1/6	5 4 9 1/6	BILGE STRINGER Angle Irons	5 4 9 1/6	5 4 9 1/6	Intercoastal plates riveted to plating for length	5 4 9 1/6	5 4 9 1/6
SIDE STRINGER Angle Irons	5 4 9 1/6	5 4 9 1/6	Transoms, material. Knight-heads. Hawse Timbers.	Plates		Windlass	Harrier Patent	Pall Bitt			

The FRAMES extend in one length from *Keel* to *gunwale* Riveted through plates with *70 + 3/4* in. Rivets, about *6 1/2* apart.
 The REVERSED ANGLE IRONS on floors and frames extend *across* middle line to *above hold beam stringer* 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 + 7/8* in. diameter, averaging *2 1/2* ins. from centre to centre.
 " Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets *3/4 + 7/8* in. diameter averaging *3 1/4 + 3 1/2* ins. from centre to centre.
 " Butts of *the* Strakes at Bilge for *half* length, treble riveted with Butt Straps *7/16* thicker than the plates they connect.
 " Edges from bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets *7/8* in. diameter, averaging *3 7/8* ins. from cr. to cr.
 " Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets *7/8* in. diameter, averaging *3 7/8* 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 length amidships.
 " Butts of Main Stringer Plate, treble riveted for *half* length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length.
 " Breadth of laps of plating in double riveting *5 1/4* Breadth of laps of plating in single riveting

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.) *Master piece to angle beams*
 Beams of the various Decks, how secured to the sides? *End of bulbs turned + piece welded* No. of Breasthooks, *Seven* Crutches, *Two*
 What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *Good*
 Manufacturer's name or trade mark, *Hartlepool M. & Co. Stockton M. & Co.*

The above is a correct description.
 Builder's Sign *E. & W. Withy & Co.* Surveyor's Signature, *S. P. Gledhill*
 Surveyor to Lloyd's Register of British and Foreign Shipping.

IRON 480-0276

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Lloyd's Register

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*

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? *A few in butts*

21806 Iron.

Masts, Bowsprit, Yards, &c., are *10 1/2 in* 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 68 ft. 3. Diameter 21 inches Fore Mast 73 ft. 10 in Dia 21 1/2 in*

NUMBER for EQUIPMENT *20538*

	Fathoms.	Inches.	Test per Certificate.	Length & Size req'd per Rule.	Test req'd per Rule.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	Weight req'd per Rule.	Test req'd per Rule.
SAILS.						Bowers	3	20-2-7	27-10-21	27-3-0	26-18-0-0
Fore Sails,								27-11-24	26-7-2-0	27-3-0	26-18-0-0
Fore Top Sails,								25-2-11	25-3-3-0	23-2-10	23-11-0-0
Fore Topmast Stay Sails											
Main Sails,						Stream	1	9-0-14	11-4-2-21	8-3-0	10-17-0-0
Main Top Sails,						Kedges	2	4-1-24	6-17-2-0	4-2-0	6-17-0-0
and								2-0-10	4-12-2-0	2-1-0	4-15-0-0

Standing and Running Rigging *Wire 12 Hemp* sufficient in size and *Good* in quality. She has *Four* Long Boats and *Good*

The Windlass is *Good* Capstan *One* and Bigger *Good* Pumps *4 of 6 in*

Engine Room Skylights. How constructed? *3 in Teak 1/4 casing 1/2 in* How secured in ordinary weather? *Buttkeys*

What arrangements for deadlights in bad weather? *Buttkeys*

Coal Bunker Openings. How constructed? *Iron 6 in* How are lids secured? *Bars* Height above deck? *12 in*

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

Cargo Hatchways. How formed? *6/16 Plate*

State size Main Hatch *24 x 12 ft. 6 in* Fore hatch *12 x 10 ft. 6 in* Quarter hatch *20 x 12 ft. 6 in*

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams? *Two shifting web beams in main & one in each of fore & after*

Hatches, If strong and efficient? *Strong & Good*

Order for Special Survey No. *607*

Date *28 March 1870*

Order for Ordinary Survey No.

Date

No. *75* in builder's yard.

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
- 2nd. On the plating during the process of riveting
- 3rd. When the beams were in and fastened, and before the decks were laid...
- 4th. When the ship was complete, and before the plating was finally coated or cemented...
- 5th. After the ship was launched and equipped

Special Survey Date of Surveys 1870
March 26 - April 4 - 8 - 11 - 16 - 26. May 1 - 10 - 15 - 21 - 28 - 31.
June 4 - 9 - 14 - 18 - 21 - 25 July 2 - 5 - 9 - 16 - 18 - 23 - 26
Aug. 9 - 14 - Sept. 9 - 11 - 17.

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

Has a long Raised Quarter Deck, frames all to the top height, beams of Angles 5 1/2 x 3 1/2 x 7/16 Stringer plates on so. 3 1/2 x 10 1/6 Angles on so. 5 1/2 x 4 1/6, beams at after part 7 1/2 x 4 1/6 butts Double Angles on top edges 3 x 2 1/2 x 5/16 Plated over from break there aft with 4/16 plate for 66 ft. Planted over at after end with 3 1/2 x 9/16 Pine Plating 10 1/6 - 9 1/6 - 8 1/6 Fore castle frames to the top height beams 6 1/2 x 6 1/6 butts Double Angles on top edges 3 x 2 1/2 x 5/16 Stringers on end 2 2 x 6 1/6 Angles 3 1/2 x 3 x 4 1/6 tie plates 9 x 6 1/6 Plating outside 4/16 Deck 3 in 9/16 Pine

Water ballast tanks fitted for 214 ft. frames cut connection made with Pine plates, side plates 7/16 Angles on so. 3 1/2 x 2 1/2 x 7/16 Web plates 4/16 Angles on so. 3 x 3 x 6 1/6 top plating 7/16 in Engine & Boiler space 4/16 in other parts.

Additional strengthening at break of raised deck, main deck beam stringer plates extend 7 frame spaces abaft break Raised so. 4 spaces before Sheerstrakes doubled for 28 ft. Hold beam stringers overlap 16 ft.

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

How are the surfaces preserved from oxidation? Inside *Flashed with Portland Cement* Outside & other parts with *Paint*

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

The amount of the Entry Fee ... £ *5 : 0 : 0* is received by me, *S. P. Gladstone*

Special ... £ *63 : 10 : 6* 10th Sept 1870

Certificate ...

(Travelling Expenses, if any, £ ...)

Committee's Minute 4th October, 1870.

Character assigned *100 A1*

Trk *100 A1* *100 A1*

double Bottom

214 ft

100 A1

100 A1

100 A1

Surveyor to Lloyd's Register of British and Foreign Shipping.

This vessel appears eligible to be classed 100 A1 as recommended

100 A1

100 A1

100 A1

100 A1

100 A1

100 A1

See Secretary Letter 5213 March 1870

