

IRON SHIP. 14082

No. 3386 Survey held at Hartlepool Date, First Survey 20th April Last Survey 10th Dec 1844

On the Steamer "Breeze" Yard Number 49 Master Jno. G. Holman

TONNAGE under Tonnage Deck } 797.45
 Ditto of Third, Spar, or Awning Deck }
 Ditto of Reop, or Raised Or. Dk. } 88.84
 Ditto of Houses on Deck } 94.39
 Ditto of Forecastle } 22.26
 Gross Tonnage 1010.34
 Less Crew Space 48.94
 Less Engine Room 323.32
 Register Tonnage as cut on Beam } 643.08

ONE, OR TWO DECKED, THREE DECKED VESSEL.
 SPAR, OR AWNING DECKED VESSEL.
HALF BREADTH (moulded) 14.5 Feet.
DEPTH from upper part of Keel to top of Upper Deck Beams 18-1
GIRTH of Half Midship Frame (as per Rule) 28.5
1st NUMBER 60.11
1st NUMBER, if a THREE-DECKED VESSEL
 deduct 7 feet
LENGTH 219.6
2nd NUMBER 13369
PROPORTIONS—Breadths to Length within 8
 Depths to Length—Upper Deck to Keel within 19
 Main Deck ditto

Built at Hartlepool
 When built 1844 Launched 10th Oct 1844
 By whom built E. & W. Withy & Co
 Owners Thos. Appleby
 Port belonging to West Hartlepool
 Destined Voyage Tyne
 If Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule ... 219 Feet. 6 Inches. **BREADTH**—Moulded ... 28 Feet. 10 Inches. **DEPTH** top of Floors to Upper Deck Beams ... 16 Feet. 4 1/2 Inches. **Power of Engines** ... 99 Horse. **No. of Decks with flat laid** one **No. of Tiers of Beams** two

Dimensions of Ship per Register, length, 220—breadth, 29—depth, 16-3

	Inches in Ship.	Inches per Rule.
KEEL , depth and thickness	<u>8 x 2 3/8</u>	<u>8 x 2 3/8</u>
STEM , moulding and thickness	<u>7 1/4 x 2 3/8</u>	<u>7 1/4 x 2 3/8</u>
STERN-POST for Rudder do. do.	<u>8 x 4 3/8</u>	<u>7 1/4 x 4 3/4</u>
for Propeller	<u>8 x 4 3/8</u>	<u>7 1/4 x 4 3/4</u>
Distance of Frames from moulding edge to moulding edge, all fore and aft	<u>23</u>	<u>23</u> (Class <u>90A.1</u>)
FRAMES , Angle Iron, for 1/2 length amidships	<u>3 1/2 x 3</u>	<u>3 1/2 x 3</u>
Do. for 1/2 at each end	<u>3 1/2 x 3</u>	<u>3 1/2 x 3</u>
REVERSED FRAMES , Angle Iron	<u>3</u>	<u>2 1/2</u>
FLOORS , depth and thickness of Floor Plate at mid line for half length amidships	<u>1 1/2 x 7 1/16</u>	<u>1 1/2 x 7 1/16</u>
thickness at the ends of vessel	<u>1 1/2 x 7 1/16</u>	<u>1 1/2 x 7 1/16</u>
depth at 3/4 the half-bdth. as per Rule	<u>1 1/2</u>	<u>9</u>
height extended at the Bilges	<u>3 5</u>	<u>3 5</u>
BEAMS , Upper, Spar, or Awning Deck } Single or double Ang. Iron, Plate or Tee Bulb Iron } Single or double Angle Iron on Upper edge	<u>2 1/2 x 5 1/16</u>	<u>2 1/2 x 5 1/16</u>
Average space	<u>4 6</u>	<u>4 6</u>
BEAMS , Main or Middle Deck } Single or double Ang. Iron, Plate or Tee Bulb Iron } Single, or double Angle Iron, on Upper Edge	<u>2 1/2 x 5 1/16</u>	<u>2 1/2 x 5 1/16</u>
Average space	<u>4 6</u>	<u>4 6</u>
BEAMS , Lower Deck, Hold or Orlop } Single or double Ang. Iron, Plate or Tee Bulb Iron } Single or double Angle Iron on Upper Edge	<u>2 1/2 x 5 1/16</u>	<u>2 1/2 x 5 1/16</u>
Average space	<u>4 6</u>	<u>4 6</u>
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates	<u>1 3/2 x 11 1/16</u>	<u>1 3/2 x 11 1/16</u>
" Rider Plate	<u>8 1/4 x 9 1/16</u>	<u>7 3/4 x 9 1/16</u>
" Bulb Plate to Intercoastal Keelson	<u>5 x 3 1/2</u>	<u>5 x 3 1/2</u>
" Angle Irons	<u>5 x 3 1/2</u>	<u>5 x 3 1/2</u>
" Double Angle Iron Side Keelson	<u>5 x 3 1/2</u>	<u>5 x 3 1/2</u>
" Side Intercoastal Plate	<u>5 x 3 1/2</u>	<u>5 x 3 1/2</u>
" do. Angle Irons	<u>5 x 3 1/2</u>	<u>5 x 3 1/2</u>
" Attached to outside plating with angle iron	<u>5 x 3 1/2</u>	<u>5 x 3 1/2</u>
BILGE Angle Irons	<u>5 x 3 1/2</u>	<u>5 x 3 1/2</u>
" do. Bulb Iron	<u>7 x 7 1/16</u>	<u>7 x 7 1/16</u>
" do. Intercoastal plates riveted to plating for length	<u>5 x 3 1/2</u>	<u>5 x 3 1/2</u>
BILGE STRINGER Angle Irons	<u>5 x 3 1/2</u>	<u>5 x 3 1/2</u>
Intercoastal plates riveted to plating for length	<u>5 x 3 1/2</u>	<u>5 x 3 1/2</u>
SIDE STRINGER Angle Irons	<u>5 x 3 1/2</u>	<u>5 x 3 1/2</u>

	Inches in Ship.	16ths. In Ship.	Inches required	16ths required
Flat Keel Plates , breadth and thickness	<u>30</u>	<u>9/16</u>	<u>30</u>	<u>9/16</u>
PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges of doubling at Bilge, or increased thickness, and length applied half 6" & 2" strakes	<u>30</u>	<u>9/16</u>	<u>30</u>	<u>9/16</u>
fin up. part of Bilge to lr. edge of Sh'rstrake	<u>30</u>	<u>9/16</u>	<u>30</u>	<u>9/16</u>
Main Sheerstrake , breadth and thickness of d'bling at Sh'rstrake, & length applied from Mn. to Up. or Spar Dk. Sh'rstrake. Up. or Spar Dk. Sh'rstrake, breadth & thickness	<u>36</u>	<u>13/16</u>	<u>36</u>	<u>13/16</u>
Butt Straps to outside plating, breadth & thickness	<u>9 3/4 x 9 1/16</u>	<u>9 3/4 x 9 1/16</u>	<u>9 3/4 x 9 1/16</u>	<u>9 3/4 x 9 1/16</u>
Lengths of Plating	<u>9 ft 7 ins</u>	<u>9 ft 7 ins</u>	<u>9 ft 7 ins</u>	<u>9 ft 7 ins</u>
Shifts of Plating , and Stringers	<u>4 6</u>	<u>4 6</u>	<u>4 6</u>	<u>4 6</u>
Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness	<u>35</u>	<u>9/16</u>	<u>34 1/2</u>	<u>9/16</u>
Angle Iron on ditto	<u>5 x 3 1/2 x 7 1/16</u>	<u>5 x 3 1/2 x 7 1/16</u>	<u>5 x 3 1/2 x 7 1/16</u>	<u>5 x 3 1/2 x 7 1/16</u>
Tie Plates fore and aft, outside Hatchways	<u>see Iron Deck</u>	<u>see Iron Deck</u>	<u>see Iron Deck</u>	<u>see Iron Deck</u>
Diagonal Tie Plates on Beams No. of Pairs	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Planksheer material and scantling	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Waterways do. do.	<u>Iron 6/16</u>	<u>5/8</u>	<u>5/8</u>	<u>6/16</u>
Flat of Upper Deck do. do.	<u>Iron 6/16</u>	<u>5/8</u>	<u>5/8</u>	<u>6/16</u>
How fastened to Beams	<u>5/8</u>	<u>5/8</u>	<u>5/8</u>	<u>6/16</u>
Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness	<u>27</u>	<u>9/16</u>	<u>27</u>	<u>9/16</u>
Is the Stringer Plate attached to the outside plating?	<u>yes</u>	<u>yes</u>	<u>yes</u>	<u>yes</u>
Angle Irons on ditto, No.	<u>1 3/2 x 3 1/2 x 8 1/16</u>	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>
Tie Plates , outside Hatchways	<u>3 1/2 x 3 1/2 x 8 1/16</u>	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>
Diagonal Tie Plates on Beams, No. of Pairs	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Waterways materials and scantlings	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Flat of Middle Deck do. do.	<u>2 1/2</u>	<u>5/8</u>	<u>2 1/2</u>	<u>5/8</u>
How fastened to Beams	<u>2 1/2</u>	<u>5/8</u>	<u>2 1/2</u>	<u>5/8</u>
Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	<u>2 1/2</u>	<u>5/8</u>	<u>2 1/2</u>	<u>5/8</u>
Is the Stringer Plate attached to the outside plating?	<u>yes</u>	<u>yes</u>	<u>yes</u>	<u>yes</u>
Angle Irons on ditto, No.	<u>1 3/2 x 3 1/2 x 8 1/16</u>	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>
Stringer or Tie Plates , outside Hatchways	<u>3 1/2 x 3 1/2 x 8 1/16</u>	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>
Flat of Lower Deck	<u>2 1/2</u>	<u>5/8</u>	<u>2 1/2</u>	<u>5/8</u>
Ceiling betwixt Decks, thickness and material	<u>2 1/2</u>	<u>5/8</u>	<u>2 1/2</u>	<u>5/8</u>
in hold do. do.	<u>2 1/2</u>	<u>5/8</u>	<u>2 1/2</u>	<u>5/8</u>
Main piece of Rudder , diameter at head	<u>5 1/4</u>	<u>5 1/4</u>	<u>5 1/4</u>	<u>5 1/4</u>
do. at heel	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>
Can the Rudder be unshipped afloat?	<u>yes</u>	<u>yes</u>	<u>yes</u>	<u>yes</u>
Bulkheads No. <u>4</u> Thickness of	<u>5/16</u>	<u>5/16</u>	<u>5/16</u>	<u>5/16</u>
Height up Main Deck after one to Cabin Deck	<u>5/16</u>	<u>5/16</u>	<u>5/16</u>	<u>5/16</u>
How secured to sides of ship	<u>to Double frames</u>	<u>to Double frames</u>	<u>to Double frames</u>	<u>to Double frames</u>
Size of Vertical Angle Irons 3 x 2 1/2 x 4 1/16 and distance apart <u>30</u> ins.	<u>30</u>	<u>30</u>	<u>30</u>	<u>30</u>
Are the outside Plates doubled two spaces of Frames in length?	<u>yes</u>	<u>yes</u>	<u>yes</u>	<u>yes</u>

Transoms, material. Knight-heads. Hawse Timbers. Plates
 Windlass Emerson & Walkers Patent Fall Bitt —

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 upper part 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 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 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 ins. from centre to centre.
Butts of Two Strakes at Bilge for 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 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 1/4 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 4 3/4 Breadth of laps of plating in single riveting 2 3/4

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Double & Treble
 (Explain by Sketch, if necessary.)
 Waterway, how secured to Beams —
 Beams of the various Decks, how secured to the sides? ends turned knees welded No. of Breasthooks, Five 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, Blackburn, Hopkins & Sherrin Iron works

The above is a correct description.
 Builder's Signature, (Sgd) Edw. Withy & Co Surveyor's Signature, (Sgd) J. F. Gladstone

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

Masts, Bowsprit, Yards, &c., are of Pine 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 64 ft Dia 18 1/2 Fore Mast 66 ft Dia 18 1/4

NUMBER for EQUIPMENT 14405

	Fathoms.	Inches.	Test per Certificate.	Lngh. & Size req'd pr Rule	Test req'd per Rule.	ANCHORS, &c.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
SAILS.											
CABLES, &c.											
Chain ...	240	1 1/16	3 1/16	240		Bowers	3	18-2-12	19-10-3-21	18-0-0	19-0-0-0
Fore Sails,						(State Machine where Tested, Date, and name of Superintendent.)		18-1-14	19-6-2-7	18-0-0	19-0-0-0
Fore Top Sails,								15-2-0	17-5-1-4	15-1-6	16-14-0-0
Fore Topmast Stay Sails											
Main Sails,	60	1 5/16									
Main Top Sails,	80	7				Stream	1	8-1-14		8-0-0	
Warp ...	80	9				Kedges	2	4-0-0		4-0-0	
quality <u>good</u>	120	5						2-0-21		2-0-0	

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

The Windlass is Good Capstan 2 of Iron Good and Rudder Good Pumps Two of 4 in Iron

Engine Room Skylights.—How constructed? 3 in Pine 1/4 casing to top of How secured in ordinary weather? Bullseyes

What arrangements for deadlights in bad weather? Bullseyes

Coal Bunker Openings.—How constructed? Iron Comings How are lids secured? Bars Height above deck? 9 in

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

Cargo Hatchways.—How formed? 7/16 Plates

State size Main Hatch 19-2 x 11 ft Comings 34 Forehatch 7 ft 8 x 4 ft Comings 34 Quarterhatch 19-2 x 11 ft Comings 26 in

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams? 7/16 Plate in Centre the whole depth of Comings Double Angles on top edges

Efficient? Strong & Good

Parts of the frame, when in Special Survey during building 1874

... with 6 1/2 x 6 1/16 double angles on top edges 2 1/2 x 2 1/2 x 5 1/16.
 ... plates on ends of beams 20 x 6 1/16. Angles on D = 3 1/2 x 3 x 7 1/16.
 ... plates on beams 7 x 6 1/16. Plating outside 6 1/16 Deck 3 in y. Pine.
 Waterways 9 x 9 E. Oak.
 Waterballast tanks fitted in fore & after holds frames cut,
 connection made with 7 free plates. side plates 7 1/16 Angles on D =
 3 1/2 x 3 x 7 1/16. Tril plates 6 1/16 Angles on D = 2 1/2 x 2 1/2 x 5 1/16 top plating 6 1/16
 Additional strengthening at break of raised deck, sheerstrakes
 doubled for twenty ft with plates 29 x 8 1/16. main deck beam
 stringer plates extend 4 frame spaces abaft break. Raised
 Deck D = 4 frame spaces before break connected by vertical
 plate 8 1/16. 8 ft in length. Double angles top and bottom edges.
 Old beam stringers overlap 16 ft. (Signed) Edw. Wittery

length 24 ft 2 84 ft 9 in Length fore tank 46 ft after tank 69 ft

State if one, two or three decked vessel, or if spar or wing decked, and lengths of poop, forecabin, or raised quarter deck, or of double or part double bottom. other part

How are the surfaces preserved from oxidation? Inside Flat Cemented with Portland Cement Outside with Paint

I am of opinion this Vessel should be Classed QO A 1

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

Special ... £ 48 : 6 : - 21 Dec 1874

Certificate ... : :

(Travelling Expenses)

(if any) £

Committee's Minute

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Character assigned

(Signed) J. P. Gladstone



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