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If Surveyed while Building, Afloat, or in Dry Dock while Building. —

11/11/11

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, Galvanized Iron, or Iron, and Rivets.

	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule		Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule		Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule
Deadwood forward and aft ..	1 1/4		1 1/4	Transoms and throats of Hooks				Pintles of the Rudder	3		3 1/4
Scarp of Keel, N° 2	1 1/4		1 1/4	Arms of Hooks				Hold Beam { Waterway			
Keelson Bolts through Keel at each Floor				Thro' Frames and Planking....				Bolts in { Knees			
Bolts through Iron Keel Plate and Wood Keel		1 1/4	1 1/4	Butt End Bolts ..	3/4		1 1/4	Deck Beam { Waterway			
Garboard Bolts Athwartship..	3/4		1 1/4	Rivets	5/8	3/4	5/8	Bolts in { Knees			
								Shelf or Clamp			
								Nails or Bolts in Flat of Deck		3/4	3/4

Her Masts, Bowsprit, Yards, &c., are in good condition, and sufficient in size and length. If they are of Iron or Steel give the 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 rivetting, quality of Materials, and if stamped with Maker's name.

State also Length and Diameter of Lower Masts and Bowsprit Mainmast 74 1/2 ft. Fore mast 72 ft. both 20 1/2 in. diameter.
 This Mainmast is 74 ft., and the Bowsprit of Riga Pine 120 inches diameter. The plates used for the masts are 6 ft. long and 1/2 of an inch thick, the horizontal butts are connected by straps and bolts rivetted, and the vertical joints double rivetted. The cross extends from the lower deck up to the top. The lower yards are of best plate iron 7/16 in. and strengthened with a cross inside for 1/2 the length, the vertical butts and horizontal joints are connected and rivetted as above mentioned.



cross plates 1/2 in. thick
angle irons 3 x 3 x 1/2
in the yards 1/2 in. thick

N°.	She has SAILS.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	N°.	Weight Ex. Stock.	Test as per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
	Fore Sails,	Chain						Bowers					
	Fore Top Sails,												
	Fore Topmast Stay Sails,	Hempen Stream Cable..						Stream					
	Main Sails,	Hawser											
	Main Top Sails,	Towlines						Kedges					
	and	Warp											
		All of quality.											

Her Standing and Running Rigging sufficient in size and in quality.

She has Long Boat and

The present state of the Windlass is good Capstan good and Rudder good Pumps, two of them good
 Spindles 4 inches; main pin 120 inches.

Order for Special Survey
 No. _____ DATES of _____
 Date _____ Surveys held _____
 Order for Ordinary Survey while building
 No. _____
 Date July 1869
 1st. Examination of the wood keel, stem, stern post, and deadwood before they are coated July 1869
 2nd. Of the frame before it is painted, strapped, or plated January 1870
 3rd. Of all the beams, stringers, plates, &c., when in place, rivetted-up ready to receive the planking July 1870
 4th. When the vessel is planked outside, dubbed fair, and all the fastenings completed, but before she is either caulked, coated, or cemented, so that the inside and outside of the planking, and the bolts and their nuts, may be carefully examined September 1870
 5th. When the vessel is caulked and completed
 6th. When the vessel is launched and equipped

State if she has a Spar Deck No. Poop No. Forecastle No. or raised Quarter Deck No.

General Remarks, The mainframes extend in one length from the keel to the upper deck beam stringer plates, and the vertical frames extend from the keelson alternately to the upper and to above the lower deck beam stringer plates. The intercostal plates from keel plate to eight inches above the floor are about 14 ft long. The vessel is wholly plated, and planked from keel up to two feet above the lower watermark, fastened according to Mr. Murrings method with hardwood treenails, driven in from the inside and wedged on the outside, in addition to the U. Metal bolts with screws and nut on each buttend of the planking. One pair of stringers are placed between the upper and lower deckbeams, extending from fore to aft. A pair of double angle irons for stringers are introduced for half the vessels length amidships between the keelson and bilges, fastened to the longitudinal intercostal plates and reversed frames, as recommended by Mr. Weymouth. Plates are rivetted between all the angle irons for stringers, for about half the vessels length amidships. The upper part of the outside planking is protected by an angle iron fastened to the sides and to the planking, and the two upper strakes are sheathed with one inch pine sheathing to separate the U. Metal sheathing from the iron topsides and to protect the planking. She has one watertight bulkhead from keel up to the lower deckbeams, fore and aft, about seven feet from each end of the vessel. The vessel is properly cemented in the bottom up to the upper part of the bilges. She has an ordinary sheer, pretty sharp fore and aft and round in her bottom, and has two houses on her deck for cabin 42 ft x 17, and for the crew 50 ft x 17 ft long, 12 and 20 ft from Sternpost and stem.

In what manner are the surfaces of Iron Work preserved from oxidation inside and outside by cementing and painting

Present condition of Caulking of Bottom good Deck, good and Waterways good

If Sheathed, Doubled, Felted, or Coppered U. Metal on Tars and paper When last done October 1870

I am of opinion this Vessel should be Classed A for 6 or 8 years. Expt. BS. As the Committee may deem proper.

The Amount of the Fee.....£ : : is received by me,

Special£ : :

Certificate£ : :

D. D. Boucher Esq.

Committee's Minute 18

Character assigned _____