

5632

Recd 7/9/69
August. 1869.
Stewart.

1869
 Rock - 23
 William
 Rev
 C
 Otago

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

	Copper in Ship	Iron in Ship	Inches required per Rule		Copper in Ship	Iron in Ship	Inches required per Rule		Copper in Ship	Iron in Ship	Inches required per Rule
Deadwood forward and aft	1 1/2	1 1/2	1 1/2	Transoms and throats of Hooks	1 1/2	1 1/2	1 1/2	Pinules of the Rudder	3/4	3/4	3/4
Scarp of Keel, N. & S.	1 1/2	1 1/2	1 1/2	Arms of Hooks	1 1/2	1 1/2	1 1/2	Hold Beam	1 1/2	1 1/2	1 1/2
Keelson Bolts through Keel at each Floor	1 1/2	1 1/2	1 1/2	Thro' Frames and Planking	1 1/2	1 1/2	1 1/2	Bolts in	1 1/2	1 1/2	1 1/2
Bolts through Iron Keel Plate and Wood Keel	1 1/2	1 1/2	1 1/2	Butt End Bolts	1 1/2	1 1/2	1 1/2	Deck Beam	1 1/2	1 1/2	1 1/2
Garboard Bolts athwartship	1 1/2	1 1/2	1 1/2	Rivets	1 1/2	1 1/2	1 1/2	Bolts in	1 1/2	1 1/2	1 1/2
								Nails or Bolts in Flat of Deck	1 1/2	1 1/2	1 1/2

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. Foremast 76 ft 6 in. extreme Main 80 ft 10 in. Mizzen 73 ft 6 in. Bowsprit 34 ft 6 in.

The Fore and Main Masts and Bowsprit are made of 7/8 plates through out having three angle Irons 4x4x7/8. Mizzen Mast 1/2 plates through out, angle Irons (3x2) 3x3x7/8. Edges double and bolts double and double rivetted, not made from Glasgow and Moreshead Iron. The Fore and Main Lower, and Lower Sprit Yards are made from the Blochemie Company's Puddled Steel in two plates 7/8 4/8 and 3/8 in thick in the former, and 4/8 3/8 and 2/8 plates in the latter. Plates doubled at Angles. Sprits and upper Sprit Yards are made of Black-plate.

N ^o .	She has SAILS.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	N ^o .	Weight. Ex. Stock.	Test as per Certificate.	Wght req'd per Rule.	Test req'd per Rule.
	Fore Sails,	Chain	150	1 1/8	51 1/2	1 1/8	51 1/2	Bowers	40715	28.5.14	27.4.5.44	27.3.0	26 7/10 tons
	Fore Top Sails,	Stream Cable	90	7/8	15 1/4	7/8	15 1/4	Stream	40716	28.3.7	27.14.0.21	27.3.0	26 7/10 tons
	Fore Topmast Stay Sails,	Hawser	90	10	10	10	10	Kedges	40717	28.3.10	23.15.1.0	23.2.10	23 1/2 tons
	Main Sails,	Towlines	90	7	7	7	7		26259	11.1.16	11.4.3.0	11.0.0	
	Main Top Sails,	Warp	90	7	5 1/2	5 1/2	5 1/2		26220	5.2.10	6.7.2.0	5.2.0	
	and	All of <u>Good</u> quality.	90	4					26258	2.3.5	4.15.0.0	2.3.0	

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

She has Two Life Boats, Long Boat and two Jetties and one Cig in efficient order.

The present state of the Windlass is Efficient Capstans Efficient and Rudder Efficient Pumps Two Main and two Bilge. Efficient.

Order for Special Survey

No. 489

DATES of

Date 7th November 1888

Order for Ordinary Survey

No.

Date

- 1st. Examination of the wood keel, stem, stern post, and deadwood before they are coated
- 2nd. Of the frame before it is painted, strapped, or plated
- 3rd. Of all the beams, stringers, plates, &c., when in place, rivetted-up ready to receive the planking
- 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
- 5th. When the vessel is caulked and completed
- 6th. When the vessel is launched and equipped

During the various stages of her construction, twenty-five visits in all.

State if she has a Spar Deck

No.

Poop

Yes.

Forecastle

Yes.

or raised Quarter Deck

No.

General Remarks,

She has been built under Special Survey. Is a Sister Ship to the "James Nicob Fleming". Report N^o 5588. a midship section of which vessel was sent at that time; the principles of the scantlings and arrangements shown therein were sanctioned by the Committee. per Secretary's letter dated 19th November last.

She has a full Poop and Forecastle with two houses on deck for the accommodation of Officers and crew. Is planked with materials equal to the 14 years grade as per Table D. Has been built under a substantial and efficient roof. the dimensions of which comply with the second clause of the "Suggestions for building composite Ships", and is fastened with Yellow Metal and Galvanized Iron bolts as per third clause of the said "Suggestions", thereby entitling her to the 17 years classification: observing that she is a very well built vessel.

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

By oxide paint and linseed oil.

Present condition of Caulking of Bottom

Good

Deck,

Good

and Waterways

Good

If Sheathed, Doubled, Felted, or Coppered

Sheathed with Yub. or f.

When last done

Nov.

I am of opinion this Vessel should be Classed

17. A. I. +

The Amount of the Fee.....£ 5 : 0 : 0 is received by me,

Special£ 49 : 13 : 0

X Certificate£ - : - : -

Committee's Minute

7th September 1889

Character assigned

A 1 for 17 years

Williamson

I am of opinion this Composite Ship is eligible for Classification

as recommended above

Ans 6 Glas 24/3/80

Lloyd's Register Foundation