

IRON SHIPS.

No. 1493 Survey held at Glasgow Date 29th April 1861
 on the Baque Vmay Master H. Lesley
 Tonnage Gross 4224 Engine Room ✓ Register ✓ Built at Glasgow
 When Built 1861 By whom built A. Stephen & Sons Owners Nelson, Vmay & Co
 Launched 12th April Liverpool Destined Voyage Calparaiso
 Port belonging to Liverpool
 Surveyed Afloat or in Dry Dock While Building & Afloat

Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth from top of Upper Deck Beam to top of Floor	Feet.	Inches.	Power of Engines	Horse No.
148	3/10		26	7/10		16	4/10			
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	Inches in Ship.	Inches required per Rule.	18	✓	18					
Floors, Size of Angle Iron, and No. at bottom of Floor Plate	Inches in Ship.	Inches required per Rule.	3 1/2	3	7/16	3 1/2	2 1/4	7/16		
depth and thickness of Floor Plate at mid line	17	9/16	16 1/4	9/16						
depth and thickness of Floor Plate at Bilge Keelson	14	9/16	14	9/16						
Size of Reversed Angle Iron, and No. at top of Floor Plate	3	3 1/2	6/16	2 1/4	3 1/2	6/16				
Frames, Size of Angle Iron, single or double	3 1/2	3	7/16	3 1/2	2 1/4	7/16				
Reversed Iron, if to every frame or every other frame	3	3 1/2	6/16	2 1/4	3 1/2	6/16				
Beams, Deck (No. 40) double Angle Iron or Bulb Iron with double Angle Iron on top	2 1/2	2	5/16	2 1/4	2 1/4	5/16				
depth & thickness of plate amidships	4	7/16	6 1/2	7/16						
double or single Angle Iron, on lower edge	1 Bull									
average space between	3 feet	3 feet								
if wood (No.) sided & moulded										
Hold, or Lower Deck (No. 30) double Angle Iron or Bulb Iron with double Angle Iron on top	2 1/2	2	5/16	2 1/4	2 1/4	5/16				
depth & thickness of plate amidships	4	7/16	16	7/16						
double or single Angle Iron, on lower edge	1 Bull									
average space between	2 1/2	2 1/2								
if wood (No.) sided & moulded										
Paddle, wood, sided and moulded or if Iron, size of Plate										
Engine										
Keelson, wood, sided & moulded, iron, size of plate, if Box, give sketch & dimensions	4	3	6/16	4	3	6/16				
Side or Bilge	11	9/16	11	9/16						
Number	4	3	6/16	4	3	6/16				
Transoms, material <u>Plate</u> or, if none, in what manner compensated for.										
Knight-heads										
Hawse Timbers										
Bulkheads, No. <u>Two</u> Thickness of <u>7/16</u>										
how secured to the sides of the ship										
size of vertical angle iron and their distance apart										
The Frames or Ribs extend in one length from <u>Mid</u> to <u>Cumwale</u> rivetted through plates with (<u>3/4</u> in.) rivets, about (<u>6</u> in.) apart.										
The reverse angle irons on the floors extend in one length across the middle line from <u>to</u> to <u>above turn of Bilge</u>										
on the frames										
Keelson, how are the various lengths of plates or angle irons connected? <u>Rivetted to top of Bilge</u>										
Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets (<u>1/4</u> ins.) diameter averaging (<u>3/8</u> in.) from centre to centre of rivet.										
Edges from Garboards to upper part of bilge, worked carvel with a lining piece (<u>1</u> in.) thick, or clencher, double or single rivetted; rivets (<u>3/4</u> in.) diameter, averaging (<u>3</u> ins.) from centre to centre of rivets.										
Butts from Keel to turn of bilge, worked carvel with a lining piece (<u>1/2</u> in.) thick, double or single rivetted; rivets (<u>3/4</u> in.) diameter, averaging (<u>3</u> ins.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? <u>Yes</u>										
Edges from bilge to planksheer, worked carvel with a lining piece (<u>1</u> in.) thick, double or single rivetted; rivets (<u>3/4</u> in.) diameter, averaging (<u>3</u> in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? <u>Yes</u>										
Butts from bilge to planksheers, worked carvel with a lining piece (<u>1/2</u> in.) thick, or clencher, double or single rivetted; rivets (<u>3/4</u> in.) diameter averaging (<u>3</u> ins.) from centre to centre of rivets. Breadth of laps in double rivetting (<u>4</u>) Breadth of laps in single rivetting (<u>2 1/2</u>)										
Planksheer, how secured to the plating of the sides										
Waterway										
Trussing										
Trussing <u>Diagonally</u> " <u>9 1/2 x 8 1/2</u> " " <u>Rivetted to Bilge</u> " " <u>on in Beams</u>										
Deck Beams, how secured to the side? <u>Riveted</u> " " <u>18 in. deep</u> " " <u>Riveted to Frames</u>										
Hold or Lower Deck										
Paddle										
No. of breasthooks <u>3</u> crutches <u>4</u> how are pointers compensated?										
What description of iron is used for the angle iron and plate iron in the vessel? <u>Dundee</u>										

Builder's Signature

A. Stephen & Sons

IRON 435-0042

Workmanship.

Are the lands or laps of the clenchwork in all cases in breadth at least five times the diameter of the rivets in double rivetted edges and butts, and at least three times the diameter of the rivets where single rivetting is admitted? Yes
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
Do the fillings between the ribs and plates fill in solid with single pieces, or are they in short lengths of various thicknesses? Solid in one length
Do the holes for rivetting plate to frames, lining pieces, or plate to plate, &c., conform well to each other? Yes and are the rivet holes well and sufficiently countersunk in the outer plate? Yes
Are there any rivets which either break into or have been put through the seams or butts of the plating? None

Her Masts, Yards, &c., are in Good condition, and sufficient in size and length.

She has SAILS.

CABLES, &c.

ANCHORS, and their weights.

N ^o .		Fathoms.	Inches.	N ^o .	Weight.
Two	Fore Sails,	Chain 240	1 3/8	Bower, <u>Victory</u> 3	17.1.16 22
Complete	Fore Top Sails,	do 75	1 5/16	Stream, <u>Common</u> 1	16.3.1 22
Suits	Fore Topmast Stay Sails,	Hawser 90	8	Kedge, 3	16.1.24
✓	Main Sails,	Towlines 90	4		14.0.21
	Main Top Sails,	Warp 90	5		12.0.15
	and other requisite Sails	All of <u>Good</u> quality.			1.1.24

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

She has One 23ft Long Boat and Prinace 22ft and big 22ft

The present state of the Windlass is Good Capstan Complete and Rudder Complete Pumps Complete 2 in No. and a Shove to each Bulkhead.

General Remarks, Statement and Date of Repairs, extent of corrosion (if any) both internally and externally, and condition of rivets.

DATES of Surveys held while building, as per Section 17. 1st. On the several parts of the frame, when in place, and before the plating was wrought Built Under
2nd. On the plating during the progress of rivetting
3rd. When the beams were in and fastened, and before the decks were laid Special Survey
4th. When the ship was complete, and before the plating was finally coated
5th. After the ship was launched

This vessel has been Built Under a Roof in accordance with the Requirements of Section 21. The Sheerstrake 3/16 thicker than required by Rule, and Doubled for three frames at the Break of Poop, the Butt Straps double Rivetted, likewise those of the Gunwale Stinger. She has an Extra Keelson in the Hold all Aft and Aft which together with Hold Beam Stinger are fastened to Double Reverse Angle Iron. The Upper deck is Diagonally Strengthened all Aft and Aft and at the Masts in the Hold Beams. The Waterway, formed of Gunwale Plate, and Double Angle Iron, similar to the "Mexico" Report No 1784

The Workmanship is very satisfactory

The Builder's attention has been called to the Anchors which have been reduced about 1/4 in weight, for Patent, from Table No 22. Testing Certificates of Chain Cable produced

In what manner are the surfaces preserved from oxidation? Red Lead & Patent Paint

I am of opinion this Vessel should be classed 13 A. 1.

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

Special £ 21 : 2 : :

Certificate (if required) £ : : :

Committee's Minute 3rd May 1861.

Character assigned A - for 13 Years

with the exception of the Anchors I see no objections to this Vessel being classed as recommended above

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