

Rec 11/9/62

Tonnage Gross 564.60 Engine Room 116.82 Register 447.78 Built at Newcastle

Surveyed Afloat or in Dry Dock White building

Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	Inches in Ship.		Inches required per Rule.		Inches. In Ship.	16ths. In Ship.	Inches. required per Rule.	16ths. required per Rule.
	Inches.	16ths.	Inches.	16ths.				
10	10		10		6 3/4	2 1/2	6 3/4	2 1/2

„ depth and thickness of Floor Plate at Bilge Keelson .....	see sketch						Garboard Plates, thickness..	Description of Iron.	
„ Size of Reversed Angle Iron, and No. 1 at top of Floor Plate..	3	2 1/2	3/8	5	2 1/2	3/8	From Garboard to upper part of Bilge .....	J. B. Richardson's 9/16	9/16
								8 1/2 to 9 1/2 8/16	8/16

Planks, Deck (N <sup>o</sup> . 47) <del>double Angle Iron</del>						Breadth & thickness of Butt			
<del>Bulb Iron with double Angle</del>	7	1/16	6 3/4	1/16		Straps to outside plating		8	1/2
Iron on top .....									
.. depth & thickness of plate amidships	2 3/4	9/16	1 1/2	2 1/2	5/16	Planksheers .....	Material		
							<i>Pitch Pine</i>		

„ double or single Angle Iron, } on lower edge .....	3ft	3ft	Gunwale Plate or Stringer on ends of Up. Dk Beams } Angle Iron on ditto .....	Plate 21 x 7/16 with an 2 inch doubling plate for 3/4 the length of the vessel	4 1/2 3 7/16 4 1/4
„ average space between .....			Waterway .....	Pitch Pine 12 x 8	

„ if wood (N<sup>o</sup> ) sided & moulded  
 Hold, or Lower Deck (N<sup>o</sup> 31 )  
 double Angle Iron or Bulb Iron  
 with double Angle Iron on top

T also some  
 other beams  
 forward of Bulb

$y \times \frac{7}{16}$

Deck ..... Yellow Pine  $3\frac{1}{2}$   
 Ceiling in Hold ..... Bal Pine  $2\frac{1}{2}$   
 Ceiling betwixt Decks ....  
 Beam Clamps .....

„ „ depth & thickness of plate amidships	Iron 7 x 7/16 with Angle Iron 2 1/4 x 2 1/4 x 2 1/4	„ <del>Shelf</del> .....	
„ „ double <del>or</del> single Angle Iron, on lower edge .....	1/4 1 9/16 1/4 1 3/4	„ Stringer Plates on ends of Hold or Lower Dk Beams	21 7/16 19 7/16 4 1/2 3 8/16

<p>             ,, average space between .....              ,, if wood (No. ) sided &amp; moulded              ,, <del>Paddle, wood, sided and moulded</del>              ,, <del>or if Iron, size of Plate</del> .....           </p>	<p>             Ceiling between Decks ....              Stringer or Tie Plates out-              side Hatchways ....              Deck Beam Clamps .....           </p>	<p> <i>Upper deck 10 1/2 7/16</i>  <i>Hold Beam 5 3 9/16 As</i> </p>
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Engine " " " " ....  
 Keelson, wood, sided & moulded, iron, size of } see sketch see sketch  
 plate, if Box, give sketch & dimensions)

Side or Bilge ..... see sketch  
 Number ..... see sketch  
 ansons, material Iron or, if none, in what manner compensated for.

Deck, Upper, how fastened to Beams by nut & screw bolts

Knight-heads „                      } Bulkheads, N<sup>o</sup>. 4 Thickness of  $\frac{3}{8}$   
Hawse Timbers „                      } are they free from defects? „ how secured to the sides of the ship by double frames  
„ „ „ size of vertical angle iron and their distance apart  $3 \times 2\frac{1}{2} \times \frac{3}{8}$

The Frames or Ribs extend in one length from Kiel to Spinnaker rivetted through plates with ( $\frac{3}{4}$  in.) rivets, about ( 6 ) apart.  
The reverse angle irons on the floors extend in one length across the middle line from Upper Deck to Upper Deck  
on the frames from above B-1 to above B-1

plates, Garboard, double ~~or single~~ rivetted to keel & at upper edge, with rivets ( 1<sup>st</sup> ins.) diameter averaging ( 4 in.) from centre to centre of rivet.

Butts from Keel to turn of bilge, worked carvel with a lining piece ( $\frac{1}{2}$ ) thick, double ~~or single~~ rivetted; rivets ( $\frac{3}{4}$  in.) diameter.

averaging (1 ins.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? No

„ Edges from bilge to plank-sheer, worked <sup>clencher</sup> ~~carvel~~ with a lining piece ( ) thick, double <sup>(sheer strake double)</sup> or single rivetted; rivets ( $\frac{1}{4}$  in.) diameter, averaging (1 in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? No

„ Butts from bilge to planksheers, worked carvel with a lining piece ( $\frac{1}{2}$  thick, ~~or clencher~~, double ~~or single~~ rivetted; rivets ( $\frac{3}{4}$  in.) diameter averaging ( $\frac{1}{2}$  ins.) from centre to centre of rivets. Breadth of laps in double rivetting ( $\frac{4}{4}$ ) Breadth of laps in single rivetting ( $\frac{2}{1}$ )

Waterway „ „ planksheer and to the Beams } if necessary. } Bolted to stringer and plating

Side trussing ✓ breadth and thickness of plates \_\_\_\_\_ how secured? \_\_\_\_\_

Bolts \_\_\_\_\_

Deck trussing " " " " " diagonal plates 2x8 / 16  
Deck Beams, how secured to the side? With welded knees  
Hold or Lower Deck , " " " "

Paddle " " \_\_\_\_\_  
No. of breasthooks 3 crutches ✓ how are pointers compensated? with plate & angle irons  
What description of iron is used for the angle iron and plate iron in the vessel? \_\_\_\_\_ Builder's Signature [Signature]

Hawks Hawkshaw & Co for angle iron &  $\frac{1}{2}$   
J B Richardson & Co for plates.

IRON 436-0023



2894 In

**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? Long lengths  
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? Some few

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

N<sup>o</sup>.  
one  
set  
of  
Sails

Fore Sails,  
Fore Top Sails,  
Fore Topmast Stay Sails,  
Main Sails,  
Main Top Sails,

Admiralty proof  
Chain ..... 240 15 1/16  
Stream ..... 90 15 1/16  
Hempen Stream Cable ..... 90 8  
Hawser ..... 90 6  
Towlines ..... 90 5  
Warp ..... 90 4  
All of good quality.

ANCHORS, and their weights.  
N<sup>o</sup>. Weight.  
Bower, ..... 3 20.2.0 Common  
15.2.24 Patent  
15.1.0  
Stream, ..... 1 6.2.14  
Kedge, ..... 2 3.1.3  
1.2.24

and Rigging is of wire  
Her Standing and Running Rigging Hemp & is sufficient in size and good in quality.  
She has a Long Boat and a Cutter  
The present state of the Windlass is good Capstan good and Rudder good Pumps good a bilge pump in  
Each compartment.

**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 At various times  
2nd. On the plating during the progress of rivetting while building  
3rd. When the beams were in and fastened, and before the decks were laid under special  
4th. When the ship was complete, and before the plating was finally coated survey.  
5th. After the ship was launched

Has been built under Special Survey as per Order No. 366.

The ceiling deck & Waterways have been laid under inspection and the vessel fitted & equipped. The testing certificates of Chain Cables have been produced & examined by me.  
Wm. B. Davey

It will be seen that the length of this vessel exceeds twelve times her depth of hold and as a compensation for such excess is fitted with a doubling plate to upper deck stringer as sanctioned by the Committee, the sheerstrake also extends 21 ins above the stringer plate

In what manner are the surfaces preserved from oxidation? Red lead inside & outside

I am of opinion this Vessel should be classed BA1

The amount of the Fee .....£ 5: 0: 0 is received by me,  
£20: 0: 0 Special  
Certificate (if required) .....£ 0: 0: 0

Committee's Minute 12 September 1861

Character assigned A 1 for 4 years

Edm. Maxwell

Sept 11/62

She appears eligible for Classification as recommended



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Vertical text on the left margin: These 100 tons No. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100