

IRON SHIPS.

No. Survey held at London Date July 1862 to Jan^r 20th 1863
 on the Paddle Steamer "Gerente" Master J. M. Mitchell
 Tonnage Gross 375 Engine Room 57 Register 324 Built at London
 When Built 1862 By whom built J. & W. Wigram Sons Owners Launched 28th Oct^r 1862
Macache & Campos Comp^{rs}
 Port belonging to Rio Janeiro Destined Voyage Rio Janeiro
 If Surveyed Afloat or in Dry Dock and while building under special survey

between <i>Fore</i>		Feet.		Inches.		Depth from top of Upper Deck		Feet.		Inches.		Power of Engines....		Horse No.	
Length <i>170</i>		<i>0</i>		Extreme Breadth....		<i>25 6</i>		Beam to top of Floor.....		<i>12 0</i>				<i>140 HP</i>	
		Inches in Ship.		Inches required per Rule.		Inches in Ship.		Inches required per Rule.		Inches in Ship.		Inches required per Rule.		16ths required per Rule.	
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft		<i>18</i>		<i>18</i>											
Floors, Size of Angle Iron, and No. <i>one</i> at bottom of Floor Plate.....		<i>3 3/4</i>		<i>2 3/4</i>		<i>9/16</i>		<i>3 3/4</i>		<i>2 3/4</i>		<i>9/16</i>			
,, depth and thickness of Floor Plate at mid line		<i>12</i>		<i>8/16</i>		<i>12</i>		<i>8/16</i>							
,, depth and thickness of Floor Plate at Bilge Keelson		<i>8</i>		<i>8/16</i>		<i>3 3/4</i>		<i>8/16</i>							
,, Size of Reversed Angle Iron, and No. <i>one</i> at top of Floor Plate..		<i>3</i>		<i>2 1/2</i>		<i>9/16</i>		<i>3</i>		<i>2 1/2</i>		<i>9/16</i>			
Frames, Size of Angle Iron, single or double..		<i>3 3/4</i>		<i>2 3/4</i>		<i>9/16</i>		<i>3 3/4</i>		<i>2 3/4</i>		<i>9/16</i>			
,, ,, Reversed Iron, <i>to every frame</i>		<i>3</i>		<i>2 1/2</i>		<i>9/16</i>		<i>3</i>		<i>2 1/2</i>		<i>9/16</i>			
Beams, Deck (N ^o . <i>to every other frame</i>) double Angle Iron or Bulb Iron with double Angle Iron on top		<i>6 1/2</i>		<i>7/16</i>		<i>6 1/2</i>		<i>7/16</i>		<i>7/16</i>					
,, ,, depth & thickness of plate amidships		<i>2 1/2</i>		<i>2 1/2</i>		<i>7/16</i>		<i>2 1/2</i>		<i>2 1/2</i>		<i>7/16</i>			
,, ,, double or single Angle Iron, on lower edge															
,, ,, average space between		<i>3 feet</i>		<i>3 feet</i>											
,, ,, if wood (N ^o . <i>to every other frame</i>) sided & moulded															
,, Hold, or Lower Deck (N ^o . <i>to every other frame</i>) double Angle Iron or Bulb Iron with double Angle Iron on top		<i>4 1/4</i>		<i>3 1/4</i>		<i>7/16</i>		<i>and to every frame</i>							
,, ,, depth & thickness of plate amidships															
,, ,, double or single Angle Iron, on lower edge															
,, ,, average space between															
,, ,, if wood (N ^o . <i>to every other frame</i>) sided & moulded															
,, Paddle, wood, sided and moulded or if Iron, size of Plate		<i>12 x 9</i>		<i>sided x 7/16 plate box</i>		<i>with Angle Irons 2 1/2 x 2 1/2</i>									
,, Engine <i>Box Beams 7/16 plate</i>															
Keelson, wood, sided & moulded, iron, size of plate, <i>N. Box</i> , give sketch & dimensions		<i>16 x 7/8</i>		<i>with Angle Irons 2 1/2 x 2 1/2</i>		<i>with 4 x 3 1/2</i>									
,, Side or Bilge <i>Plate 16 x 7/8</i>		<i>16 x 7/8</i>		<i>with Angle Irons</i>											
,, Number <i>one</i>		<i>3 1/2 x 1 1/4</i>													
Stem, if bar iron, moulding and thickness		<i>7</i>		<i>2 3/8</i>		<i>6 3/4</i>		<i>2 1/2</i>							
,, if plate iron, breadth and thickness															
Stern-post, if bar iron, moulding and thickness		<i>7</i>		<i>2 3/4</i>		<i>6 3/4</i>		<i>2 1/2</i>							
,, ,, if plate iron, breadth and thickness															
Keel, if bar iron, depth and thickness.....															
,, if plate iron, breadth and thickness		<i>18</i>		<i>1 1/8</i>		<i>24</i>		<i>1 1/8</i>							
Garboard Plates, thickness..															
From Garboard to upper part of Bilge.....															
From upper part of Bilge to Sheerstrakes.....															
Sheerstrakes															
Breadth & thickness of Butt Straps to outside plating		<i>7 1/2</i>		<i>wide x 3/16</i>		<i>8 x 13</i>									
Planksheers															
Gunwale Plate or Stringer on ends of Up. Dk Beams															
Angle Iron on ditto.....															
Waterway <i>4 x 13</i>															
Deck.....															
Ceiling in Hold															
Ceiling betwixt Decks ...															
Beam Clamps															
,, Shelf															
,, Stringer Plates on ends of Hold or Lower Dk Beams															
Ceiling between Decks															
Stringer or Tie Plates outside Hatchways															
Deck Beam Clamps															
,, ,, Shelf															
Stringers in Hold															
Deck, Lower															
Deck, Upper, how fastened to Beams															

Transoms, material Iron or, if none, in what manner compensated for.

Knight-heads „ Knagony } Bulkheads, N^o. four Thickness of 6/16
Hawse Timbers „ None } are they free from defects? „ how secured to the sides of the ship Lines & doubling plate
„ size of vertical angle iron and their distance apart 3x2 1/2 42-6 apart

The Frames or Ribs extend in one length from Keel to Gunnwale 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 bilge to bilge on wing frame.

“ “ “ on the frames “ “ “ from bilge to gunwale on alternate frames -

Keelson, how are the various lengths of plates or angle irons connected? With Butt straps and the Angle Iron shifted

Plates, Garboard, double ~~or single~~ rivetted to keel & at upper edge, with rivets ($\frac{7}{8}$ ins.) diameter averaging (3 in.) from centre to centre of rivet.

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

„ Butts from Keel to turn of bilge, worked carvel with a lining piece ($\frac{9}{16}$) thick, double ~~or single~~ rivetted; rivets ($\frac{3}{4}$ in.) diameter, averaging ($\frac{3}{4}$ ins.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? Yes

Edges from bilge to ^{sheer strake} plank sheer, worked ~~carvel~~ with a lining piece () thick, ~~double or single rivetted~~; rivets ($\frac{3}{4}$ in.) diameter, averaging ($\frac{1}{2}$ 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 ($\frac{3}{16}$) thick, ~~or double~~, double ~~or single~~ rivetted; rivets ($\frac{3}{4}$ in.) diameter averaging ($\frac{3}{8}$ ins.) from centre to centre of rivets. Breadth of laps in double rivetting ($\frac{1}{4}$) Breadth of laps in single rivetting ($2\frac{1}{2}$)

Planksheer, how secured to the plating of the sides	} Explain by sketch, if necessary.	} <i>Planksheer Waterway in one secured to the stringer plate with nut & screw bolts</i>
Waterway " " planksheer and to the Beams		

Side trussing _____ breadth and thickness of plates _____ how secured? _____

Deck trussing	"	"	"	"	"	? Long + apt. tie plates $9 \times \frac{1}{2}$
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Deck Beams, how secured to the side? By the Stringer Plates, Angle Irons & Knee Plates

Hold or Lower Deck,, By the Stringer, Knee Plates & Angle Iron

Paddle „ „ Angle Irons & Stays

No. of breasthooks Two crutches none how are pointers compensated? Not required

What description of iron is used for the angle iron and plate iron in the vessel? Heavy duty iron Builder's Signature

3021 Iron

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

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? A few

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

N ^o .		Fathoms.	Inches.	N ^o .	Weight.	
<i>One</i>	Fore Sails,	Chain			Bower,	
	Fore Top Sails,	Hempen Stream Cable	90	7		Stream,
	Fore Topmast Stay Sails,	Hawser	90	6		
	Main Sails,	Towlines	90	5		
	Main Top Sails,	Warp	90	5		Kedge,
and		All of <i>good</i> quality.				

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

She has Four ~~Long~~ Boat and

The present state of the Windlass is good Capstan Two and Rudder good Pumps Two of Downtons

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

This vessel has been built entirely by Shipwrights under the superintendence of a Foreman of Shipwrights. and the whole of the work is highly satisfactory.

She is not to be Registered in this Country. Consequently has not been measured by the Customs. The measurement appended is the result of Calculation made from the Drawing -

*Log - Books double or single entered
When launched? Double*

In what manner are the surfaces preserved from oxidation? By Cement and Paint.

I am of opinion this Vessel should be classed 12 A

The amount of the Fee£ 4: - : - is received by me,

Special£ 18:15: -

Certificate (if required)£ - : -

Committee's Minute 3rd February 1863.

Character assigned A - for 12 Years



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