

IRON SHIPS.

No. 3021 Survey held at London Date July 1862 to Jan^r 20th 1863
 on the Paddle Steamer "Gerente" Master J. H. Mitchell
 Tonnage Gross 375 Engine Room 37 Register 324 Built at London
 When Built 1862 By whom built Wigram Sons Owners Macache & Campos Comp^{rs}
 Port belonging to Rio Janeiro Destined Voyage Rio Janeiro
 Surveyed Afloat or in Dry Dock and while building under special survey

	Feet.	Inches.	Feet.	Inches.	Depth from top of Upper Deck } Beam to top of Floor.....	Feet.	Inches.	Power of Engines....	Horse No.
Length <u>between masts</u>	<u>170</u>	<u>0</u>	Extreme Breadth....	<u>25</u>	<u>6</u>	<u>12</u>	<u>0</u>	<u>140 HP</u>	
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	<u>18</u>		Inches in Ship.	<u>18</u>					
Floors, Size of Angle Iron, and No. <u>one</u> at bottom of Floor Plate.....	<u>3 3/4</u>	<u>2 3/4</u>	Inches. In Ship.	<u>9/16</u>	<u>3 3/4</u>	<u>2 3/4</u>	<u>9/16</u>		
„ depth and thickness of Floor Plate at mid line	<u>12</u>		<u>8/16</u>	<u>12</u>		<u>8/16</u>			
„ depth and thickness of Floor Plate at Bilge Keelson	<u>8</u>		<u>8/16</u>	<u>3 3/4</u>		<u>8/16</u>			
„ Size of Reversed Angle Iron, and No. <u>one</u> at top of Floor Plate..	<u>3</u>	<u>2 1/2</u>	<u>6/16</u>	<u>3</u>	<u>2 1/2</u>	<u>6/16</u>			
Frames, Size of Angle Iron, single or double..	<u>3 3/4</u>	<u>2 3/4</u>	<u>9/16</u>	<u>3 3/4</u>	<u>2 3/4</u>	<u>9/16</u>			
„ „ Reversed Iron, if to every frame or every other frame.....	<u>3</u>	<u>2 1/2</u>	<u>6/16</u>	<u>3</u>	<u>2 1/2</u>	<u>6/16</u>			
Beams, Deck (No. <u>one</u>) double Angle Iron or Bulb Iron with double Angle Iron on top	<u>6 1/2</u>	<u>2 1/2</u>	<u>7/16</u>	<u>6 1/2</u>	<u>2 1/2</u>	<u>7/16</u>			
„ „ depth & thickness of plate amidships	<u>2 1/2</u>	<u>2 1/2</u>	<u>7/16</u>	<u>2 1/2</u>	<u>2 1/2</u>	<u>7/16</u>			
„ „ double or single Angle Iron, on lower edge									
„ „ average space between	<u>3 feet</u>			<u>3 feet</u>					
„ „ if wood (No. <u>one</u>) sided & moulded									
„ Hold, or Lower Deck (No. <u>one</u>) double Angle Iron or Bulb Iron with double Angle Iron on top	<u>4 1/2</u>	<u>3 1/2</u>	<u>7/16</u>	<u>4 1/2</u>	<u>3 1/2</u>	<u>7/16</u>			
„ „ depth & thickness of plate amidships									
„ „ double or single Angle Iron, on lower edge									
„ „ average space between	<u>8</u>			<u>8</u>					
„ „ if wood (No. <u>one</u>) sided & moulded									
„ Paddle, wood, sided and moulded or if Iron, size of Plate	<u>12 x 9</u>	<u>sided</u>	<u>7/16</u>	<u>plate iron</u>	<u>with angle iron</u>	<u>2 1/2 x 2 1/2</u>			
„ Engine <u>Iron</u> <u>Beams</u> <u>7/16</u> plate..	<u>20</u>	<u>sided</u>	<u>12</u>	<u>with</u>	<u>2 1/2 x 2 1/2</u>	<u>angle iron</u>			
Keelson, <u>wood</u> , sided & moulded, iron, size of plate, <u>N.B.</u> Box, give sketch & dimensions	<u>Centre plate</u>	<u>16 x 9/8</u>	<u>with</u>	<u>angle iron</u>	<u>top</u>	<u>4 x 3 1/2</u>			
„ Side or Bilge <u>Plate</u> <u>16 x 9/8</u> with <u>angle iron</u>	<u>16 x 9/8</u>	<u>with</u>	<u>angle iron</u>						
„ Number	<u>32</u>	<u>4</u>							

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

Knight-heads None Bulkheads, No. four Thickness of 6/16

Hawse Timbers None are they free from defects? „ how secured to the sides of the ship Iron + doubling plate

„ size of vertical angle iron and their distance apart 3 x 2 1/2 42-6 apart

The Frames or Ribs extend in one length from Keel to Gunwale rivetted through plates with (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 every 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 (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 (1/2) thick, or clencher, double or single rivetted; rivets (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 (9/16) thick, double or single rivetted; rivets (3/4 in.) diameter, averaging (3 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 planksheer, worked carvel with a lining piece () thick, double or single rivetted; rivets (3/4 in.) diameter, averaging (3 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 (8/16) thick, or clencher, double or single rivetted; rivets (3/4 in.) diameter averaging (3 ins.) from centre to centre of rivets. Breadth of laps in double rivetting (1 1/4) Breadth of laps in single rivetting (2 1/2)

Planksheer, how secured to the plating of the sides { Explain by sketch, } Planksheer & waterway in one secured to the stringer plate with nut + screw bolts

Waterway „ „ planksheer and to the Beams { if necessary. }

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

Deck trussing „ „ „ „ „ Iron + aft tie plates 9 x 1/2

Deck Beams, how secured to the side? By the stringer plates, angle iron + three plates

Hold or Lower Deck „ By the stringer, three plates + angle iron

Paddle „ „ angle iron + stringer

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? Newdale Iron Comp^{rs} & Bulb Best Naval Plate & Angle Iron Builder's Signature Wm Wigram

3021 Iron

Workmanship. Are the lands or laps of the clenwork 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 .	SAILS.	CABLES, &c.		ANCHORS, and their weights.	
		Fathoms.	Inches.	N ^o .	Weight.
One Mast.	Fore Sails,	Chain		Bower,	
	Fore Top Sails,	Hempen Stream Cable	90	7	
	Fore Topmast Stay Sails,	Hawser	90	6	Stream,
	Main Sails,	Towlines	90	5	
	Main Top Sails,	Warp	90	5	Kedge,
and		All of <u>good</u> 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 under special survey</u>
2nd. On the plating during the progress of rivetting	
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 superintendance 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.

*By-Bulls double or single crossed
 When measured? Double Iron*

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 Pumps



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