

*Outfit 3054*  
**IRON SHIPS.**

*25785*

No. \_\_\_\_\_ Survey held at London Date February 7<sup>th</sup> 1863  
on the Paddle Steamer "Gerente" Master S. M. Mitchell

Tonnage Gross 375 Engine Room 51 Register 324 Built at London

When Built 1862 By whom built Prof. Honey Dignum & Sons Owners Knarake-y-Compagnie Comp<sup>te</sup>  
launched 22<sup>nd</sup> Oct<sup>r</sup>

Port belonging to Rio Janeiro Destined Voyage Rio Janeiro -

Surveyed Afloat and in Dry Dock East India and Victoria Docks

| Length aloft   | Feet. | Inches. | Extreme Breadth | Feet. | Inches. | Depth from top of Upper Deck<br>Beam to top of Floor | Feet. | Inches. | Power of Engines | Horse No. |
|--|-------|---------|-----------------|-------|---------|--|-------|---------|------------------|-----------|
| Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft                     |       |         |                 |       |         |  |       |         |                  |           |
| Floors, Size of Angle Iron, and No. at bottom of Floor Plate   |       |         |                 |       |         |  |       |         |                  |           |
| „ depth and thickness of Floor Plate at mid line   |       |         |                 |       |         |  |       |         |                  |           |
| „ depth and thickness of Floor Plate at Bilge Keelson  |       |         |                 |       |         |  |       |         |                  |           |
| „ Size of Reversed Angle Iron, and No. at top of Floor Plate   |       |         |                 |       |         |  |       |         |                  |           |
| Frames, Size of Angle Iron, single or double   |       |         |                 |       |         |  |       |         |                  |           |
| „ „ Reversed Iron, if to every frame or every frame  |       |         |                 |       |         |  |       |         |                  |           |
| Beams, Deck (N <sup>o</sup> ) double Angle Iron or Bulb Iron with double Angle Iron on top           |       |         |                 |       |         |  |       |         |                  |           |
| „ „ depth & thickness of plate amidships   |       |         |                 |       |         |  |       |         |                  |           |
| „ „ double or single Angle Iron, on lower edge   |       |         |                 |       |         |  |       |         |                  |           |
| „ „ average space between  |       |         |                 |       |         |  |       |         |                  |           |
| „ „ if wood (N <sup>o</sup> ) sided & moulded  |       |         |                 |       |         |  |       |         |                  |           |
| „ Hold, or Lower Deck (N <sup>o</sup> ) double Angle Iron or Bulb Iron with double Angle Iron on top |       |         |                 |       |         |  |       |         |                  |           |
| „ „ depth & thickness of plate amidships   |       |         |                 |       |         |  |       |         |                  |           |
| „ „ double or single Angle Iron, on lower edge   |       |         |                 |       |         |  |       |         |                  |           |
| „ „ average space between  |       |         |                 |       |         |  |       |         |                  |           |
| „ „ if wood (N <sup>o</sup> ) 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                |       |         |                 |       |         |  |       |         |                  |           |
| „ Side or Bilge  |       |         |                 |       |         |  |       |         |                  |           |
| „ Number   |       |         |                 |       |         |  |       |         |                  |           |

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

Knight-heads „ \_\_\_\_\_ Bulkheads, N<sup>o</sup>. \_\_\_\_\_ Thickness of \_\_\_\_\_  
Hawse Timbers „ \_\_\_\_\_ are they free from defects? „ 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 \_\_\_\_\_ to \_\_\_\_\_ rivetted through plates with ( \_\_\_\_\_ in.) rivets, about ( \_\_\_\_\_ ) apart.

The reverse angle irons on the floors extend in one length across the middle line from \_\_\_\_\_ to \_\_\_\_\_  
„ „ „ on the frames „ „ „ from \_\_\_\_\_ to \_\_\_\_\_

Keelson, how are the various lengths of plates or angle irons connected? \_\_\_\_\_

Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets ( \_\_\_\_\_ ins.) diameter averaging ( \_\_\_\_\_ in.) from centre to centre of rivet.  
„ Edges from Garboards to upper part of bilge, worked carvel with a lining piece ( \_\_\_\_\_ in.) thick, or clencher, double or single rivetted; rivets ( \_\_\_\_\_ in.) diameter, averaging ( \_\_\_\_\_ ins.) from centre to centre of rivets.  
„ Butts from Keel to turn of bilge, worked carvel with a lining piece ( \_\_\_\_\_ ) thick, double or single rivetted; rivets ( \_\_\_\_\_ in.) diameter, averaging ( \_\_\_\_\_ ins.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? \_\_\_\_\_  
„ Edges from bilge to planksheer, worked carvel with a lining piece ( \_\_\_\_\_ ) thick, double or single rivetted; rivets ( \_\_\_\_\_ in.) diameter, averaging ( \_\_\_\_\_ in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? \_\_\_\_\_  
„ Butts from bilge to planksheers, worked carvel with a lining piece ( \_\_\_\_\_ ) thick, or clencher, double or single rivetted; rivets ( \_\_\_\_\_ in.) diameter averaging ( \_\_\_\_\_ ins.) from centre to centre of rivets. Breadth of laps in double rivetting ( \_\_\_\_\_ ) Breadth of laps in single rivetting ( \_\_\_\_\_ )

Planksheer, how secured to the plating of the sides { Explain by sketch, }  
Waterway „ „ planksheer and to the Beams { if necessary. }

Side trussing \_\_\_\_\_ breadth and thickness of plates \_\_\_\_\_ how secured? \_\_\_\_\_  
Deck trussing „ „ „ „ „ ? \_\_\_\_\_  
Deck Beams, how secured to the side? \_\_\_\_\_  
Hold or Lower Deck „ \_\_\_\_\_  
Paddle „ „ \_\_\_\_\_

No. of breasthooks \_\_\_\_\_ crutches \_\_\_\_\_ how are pointers compensated? \_\_\_\_\_

What description of iron is used for the angle iron and plate iron in the vessel? \_\_\_\_\_



3054 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? Do the edges of the carvel work and of the butts fay close together throughout their length without requiring any making good of deficiencies? Do the fillings between the ribs and plates fill in solid with single pieces, or are they in short lengths of various thicknesses? Do the holes for rivetting plate to frames, lining pieces, or plate to plate, &c., conform well to each other? and are the rivet holes well and sufficiently countersunk in the outer plate? Are there any rivets which either break into or have been put through the seams or butts of the plating?

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

| She has SAILS.   |                          | CABLES, &c.                 |         | ANCHORS, and their weights. |         |           |
|------------------|--------------------------|-----------------------------|---------|-----------------------------|---------|-----------|
| N <sup>o</sup> . |                          | Fathoms.                    | Inches. | N <sup>o</sup> .            | Weight. |           |
| One Suit         | Fore Sails,              | Chain                       | 240     | 1 1/8                       | Bower,  | 1 14.1.10 |
|                  | Fore Top Sails,          | Hempen Stream Cable         | 90      | 7                           |         | 1 14.2.4  |
|                  | Fore Topmast Stay Sails, | Hawser                      | 90      | 6                           | Stream, | 1 4.3.0   |
|                  | Main Sails,              | Towlines                    | 90      | 5                           |         | 1 2.1.0   |
|                  | Main Top Sails,          | Warp                        | 90      | 5                           | Kedge,  | 1 1.0.6   |
| and              |                          | All of <u>good</u> quality. |         |                             |         |           |

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

She has Four Long Boats, and in good condition.  
The present state of the Windlass is good Capstan good 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
  - 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

I beg to append the Testing Certificates for the Chain Cables, and for the two Best Bower Anchors. The Builders supplied the anchors and Chains, and the third Bower had to be exchanged just prior to her leaving the East-India Docks, consequently they have not been able to produce a Testing Certificate. Providing the Committee will forego requiring the Test for the third Bower I beg to recommend her to be classed 12 A 1.

In what manner are the surfaces preserved from oxidation?

I am of opinion this Vessel should be classed 12 A 1 B. T. Vaymouth  
The amount of the Fee .....£ : : is received by me,  
Special .....£ : :  
Certificate (if required) .....£ : :

Committee's Minute \_\_\_\_\_ 18 \_\_\_\_\_

Character assigned \_\_\_\_\_

To have fig 1

