

18 63

Master H. Williams

Register

Built at Port Glasgow

By whom built

John Reid H^c

Owners *C. J. Baughman & Co.*

Launched 15th August 1863

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Port belonging to Liverpool

Destined Voyage *Clyde to Madras*

** Surveyed Afloat or in Dry Dock*

While Building

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

Knight-heads „ Iron

Bulkheads, N^o. Two

Thickness of $\frac{7}{16}$

Hawse Timbers „ John

are they free from defects?

,, how secured to the sides of the ship Between double frames
,, size of vertical angle iron and their distance apart 35x3x5 inches 30 inches apart

The Frames or Ribs extend in one length from Keel to Gunnwale rivetted through plates with ($\frac{7}{8}$ in.) rivets, about (7 inches) apart.

The reverse angle irons on the floors extend in one length across the middle line from lowest deck to Gunnwale alternately ✓

„ „ *and* on the frames } „ „ from _____ to _____

Keelson, how are the various lengths of ~~plates or~~ angle irons connected? With Angle Iron butt straps

Plates, Garboard, double ~~or single~~ rivetted to keel & at upper edge, with rivets ($1\frac{1}{4}$ ins.) diameter averaging ($4\frac{1}{2}$ ins) from centre to centre of rivet.

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

Butts from Keel to turn of bilge, worked carvel with a lining piece $(\frac{15}{16} \times \frac{1}{8})$ thick, double ~~or single~~ rivetted; rivets ($\frac{7}{8}$ in.) diameter, averaging ($3\frac{1}{2}$ ins.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? *No*

bilge to planksheer, worked ~~carvel with a lining piece~~ ^{discovered} () thick, double ~~or single~~ rivetted; rivets ($\frac{7}{8}$ in.) diameter, averaging centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? *No*

Boxed carvel with a lining piece ($\frac{13}{16}$) thick, ~~or clench~~, double ~~or single~~ rivetted; rivets ($\frac{3}{8}$ in.) diameter
centre of rivets. Breadth of laps in double rivetting ($4\frac{1}{2}$) Breadth of laps in single rivetting ()

ides { Explain by sketch, }
to the Beams { if necessary. }

...s of plates ... how secured?

and aft each side of hatchways 13 1/2 x 16 inches and diagonal plates where practicable 13 inches wide to head deck.

Ditto

how are pointers compensated?

Is iron and plate iron in the vessel? *Consolidated Co. boiler plate*

Builder's Signature

IRON 436 - 0438

3291 *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.		CABLES, &c.		ANCHORS, and their weights.		
N ^o .			Fathoms.	Inches.	N ^o . Weight.	
	Fore Sails,	Chain <i>Proved to 55 tons 24 in 29</i>	300	1 1/2	Bower, <i>Proved to 55 tons 24 in 29</i>	1 35.3.
	Fore Top Sails,	" <i>Stream do 9 " 4 " 2</i>	90	8	Common <i>do</i>	1 34.
<i>One</i>	Fore Topmast Stay Sails,	Hempen Stream Cable	90	10	Stream, <i>do</i>	1 13.3.
<i>Two</i>	Main Sails,	Hawser	90	9	Kedge, <i>do</i>	1 6.
<i>Two</i>	Main Top Sails,	Towlines	90	5 1/2	<i>do</i>	1 3.2.
	and <i>Spare Sails</i>	Warp				
		All of <i>Good</i> quality.				
Her Standing and Running Rigging <i>Hemp</i> sufficient in size and <i>Good</i> in quality.						
She has <i>One</i> Long Boat and <i>One Life Boat and two others</i>						
The present state of the Windlass is <i>Good</i> 3 Capstans <i>Good</i> and Rudder <i>Good</i> Pumps <i>One pair Wilson's patent Iron, & three lead bilge</i>						

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	<i>Special Survey while building from November 1862 to 8th Sept: 1863 in all 34 visits.</i>
	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 under Special Survey as per Order N^o 266; is fitted with gutter waterways and Iron stanchions. The butt straps to sheerstrakes extend from the frame afore the butt to the frame abaft it; also an extra Stringer, of Angle Iron, fitted midway in the twist decks between the upper and lower decks, back to back 5 1/2 x 4 1/2 x 7/8 for 150 feet amidships on each side.

Chains and Anchors tested by Mersey Dock and Harbour Board.

In what manner are the surfaces preserved from oxidation? *Inside with three coats of Derby Red and Portland Cement, up to the turn bilges; and outside three coats of Derby Red, and bottom coated with Bell's composition.*

I am of opinion this Vessel should be classed *12 A1*

The amount of the Fee£ 5 : 0 : 0 is received by me, *A. J. P.*

Special£ 59 : 4 : 0

Certificate (required)£ : : 0

Committee's Minute *15th September 1863*

Character assigned *A 1 for 12 Years*

(A + C. P.)

87

