

IRON SHIPS.

No. 7982 Survey held at Sunderland Date December 19th 1863
on the "Holbaderu Castle" Master Mesnard
Tonnage Gross _____ Engine Room _____ Register 989 ²/₁₀ Built at Sunderland
When Built 1863 By whom built J. R. Oswald & Co Owners Messrs. Dempsey & Co
Launched Nov 22nd 1862
Port belonging to London Destined Voyage Bombay
If Surveyed Afloat or in Dry Dock While building

[illegible]

4600-733NOB

3427 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 with single pieces

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? Very 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 .		Set in tons	Fathoms.	Inches.	Set in tons	N ^o .	Weight.
2	Fore Sails,	Chain	57 3/4	300	1 1/16	Bower,	1 37.2.10
2	Fore Top Sails,	Hempen Stream Cable	90	10			1 37.0.0
2	Fore Topmast Stay Sails,	Hawser <u>Chain</u>	60	7 1/8	Stream,	1	11.2.10
2	Main Sails,	Towlines	90	8			
2	Main Top Sails,	Warp	90	5 1/2	Kedge,	1	5.1.10
	and <u>spare sails as usual</u>	All of <u>Good</u> quality.				1	2.1.12

Her Standing and Running Rigging Keen sufficient in size and Good in quality.

She has one Long Boat and 3 oars

The present state of the Windlass is Good Capstans Good and Rudder Good Pumps New and good

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>Built under special survey</u>
	2nd.	On the plating during the progress of rivetting	<u>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	

Built under special survey from May 11th 1883 to the present time.

The butts of the stem plate, stronger plate on beam ends, and outside bulk plates, are better rivetted.

The Fore and Main masts and bowsprit in this ship are of iron.

The testing certificates of the Chain cables and Anchors have been produced, setting forth that they were tested to the strains shown above.

In what manner are the surfaces preserved from oxidation? Portland Cement to the bilges and from there upwards with three coats of paint. The outside with two coats of paint and one coat of anti-rusting composition.

I am of opinion this Vessel should be classed 12A1

The amount of the Fee£ 5 : : : is received by me,

Order No 1387 Special£ 49. 9. : :

Certificate (if required)£ : : : :

Dev. M/V
Committee's Minute 22nd December 1883

Character assigned 1 for 12 Years

James Lawrence
Robert Maxwell

This sailing ship of Iron appears eligible for Classification as recommended above.



Lloyd's Register
Foundation