

3497 IRON SHIPS.

Recd 11/17/64
[Signature]

No. 9239 Survey held at Newcastle Date 5 July 1863 to 4 Feb 1864
 on the vessel "Lybia" Master John Appointe of R. Vogwell & Co. of Newcastle
 Tonnage Gross 1282 Engine Room 238.46 Register 1030.46 Built at Newcastle
 When Built 1864 Launched 1 January By whom built Wells & Muirhead & Co.
 Owners Robinson & Spence Port belonging to London Destined Voyage Liverpool
 Surveyed Afloat or in Dry Dock and while building * Register produced 10/3/64

Length aloft	Extreme Breadth	Depth from top of Upper Deck	Beam from top of Floor	Power of Engines	Horse
334 3/16	32 9/16	24 3/16	23 1/10	140	

Description	Inches in Ships		Inches required per Rule		Description of Iron	Inches in Ship		Inches required per Rule	
	In Ship	In Ship	Inches required per Rule	Inches required per Rule		In Ship	In Ship	Inches required per Rule	Inches required per Rule
Stem, if bar iron, moulding and thickness	18	18	18	18	4 1/2	3 1/2	4 1/2	3	
Stem, if plate iron, breadth and thickness					9	5 1/2	9	6	
Stern-post, if bar iron, moulding and thickness					4 1/2	3 1/2	4 1/2	3	
Stern-post, if plate iron, breadth and thickness									
Keel, if bar iron, depth and thickness	12	9 1/2	14	9 1/2	3 1/2	3 1/2	3 1/2	3 1/2	
Keel, if plate iron, breadth and thickness									
Garboard Plates, Breadth and thickness	5	9 1/2	5	9 1/2	3 1/2	3 1/2	3 1/2	3 1/2	
From Garboard to upper part of Bilge									
From upper part of Bilge to Sheerstrakes									
Sheerstrakes, Breadth and thickness	3	3	3	3	4 1/2	3 1/2	4 1/2	3 1/2	
Butt Straps to outside plating, Breadth and thickness	3	3	3	3	4 1/2	3 1/2	4 1/2	3 1/2	
Planksheers	4	4	4	4	3 1/2	3 1/2	3 1/2	3 1/2	
Gunwale Plate or Stringer on ends of Up. Dk Beams									
Angle Iron on ditto									
Diagonal Tie Plates on Beams									
Waterway									
Deck									
Ceiling in Hold									
Ceiling betwixt Decks									
Beam Clamps or Spirketting									
Shelf									
Stringer Plates on ends of Hold or Lower Dk Beams									
Ceiling between Decks									
Stringer or Tie Plates outside Hatchways									
Deck Beam Clamps or Spirketting									
Shelf									
Stringers in Hold									
Deck, Lower									
Deck, Upper, how fastened to Beams									
Bulkheads, N°									

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

Knight-heads, and Hawse Timbers Plate

The Frames or Ribs extend in one length from Keel to Stem rivetted through plates with (3/4 in.) rivets, about (1/2) apart.

The reverse angle irons on the floors extend in one length across the middle line from Keel to Stem rivetted through plates with (3/4 in.) rivets, about (1/2) apart.

Keelson, how are the various lengths of plates or angle irons connected? by Butt Straps

Plates, Garboard, double rivetted to keel & at upper edge, with rivets (1/2 in.) diameter averaging (2 1/2 in.) from centre to centre of rivet.

Edges from Garboards to upper part of bilge, worked carvel with a lining piece (1/2 in.) 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 (1/2 in.) 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? Yes

Edges from bilge to sheerstrake, worked carvel with a lining piece (1/2 in.) thick, or clencher, 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? Yes

Edge of Sheerstrake, double or single rivetted? Single

Butts from bilge to planksheers, worked carvel with a lining piece (1/2 in.) thick, double or single rivetted; rivets (3/4 in.) diameter averaging (3 ins.) from centre to centre of rivets. Breadth of laps in double rivetting (4) Breadth of laps in single rivetting (2 1/2)

Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted? Single

Planksheer, how secured to the plating of the sides

Waterway " " planksheer and to the Beams Explain by sketch Bolts to stringer plates

Deck Beams, how secured to the side? Bolts to stringer plates

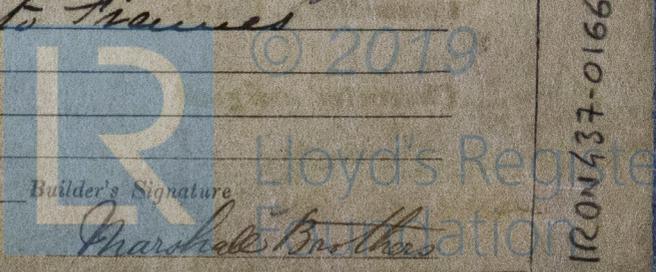
Hold or Lower Deck " " as above

Paddle " " as above

No. of breasthooks 4 crutches 5 how are pointers compensated? as above

What description of iron is used for the angle iron and plate iron in the vessel?
Angle iron H.C.C. & Bolckow & Co. of Newcastle
Plate's thickness

Builder's Signature Marshall Brothers



3497

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? Yes

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? Agreed

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

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
No.		Fathoms.	Inches.	No.	Weight.
<u>one</u>	Fore Sails,	<u>Test-as per Certificate</u>		<u>Test-as per Certificate</u>	
	Fore Top Sails,	Chain	300 1/2	Bower,	20 2.0
<u>Complete</u>	Fore Topmast Stay Sails,	Hempen Stream Cable	90 10	Stream,	10 10.22
<u>Suit</u>	Main Sails,	Hawser	90 8	Kedge,	20 2.22
	Main Top Sails,	Towlines	90 1		
and		Warp	90 5		
		All of <u>best</u> quality.			

Her Standing and Running Rigging Complete sufficient in size and new in quality.

She has 2 Life boats Long Boat and 25 ft each Pinnace 22 ft and Gig 22 ft

The present state of the Windlass is good Capstan good and Rudder Complete pumps 4 deck pumps and 2 in cabin

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	<u>Special Service</u>
	5th. After the ship was launched	<u>per order 72 411</u>

This is the third vessel built to the Rule for "Spar deck" ships, and is similar in arrangement to the "Sahara" No 9184 recently classed G.A.1

The reverse-angle iron on floors and frames are double secured and are secured by bolts to compensate for want in depth of floors, and in addition to which a "Foundation plate" is wrought under middle line keelson.

Chain cables examined on deck.

In what manner are the surfaces preserved from oxidation? Red lead & Cemented to bilge - inside

I am of opinion this Vessel should be classed G.A.1

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

Special £ 3 : 9 : :

Certificate (if required) As above : : :

Committee's Minute 12th February 1864

Character assigned A for 9 Years
"Spar decked"

The compensations for the loss of depth of floor plates have been decided on this ship I am of opinion she is eligible for the G.A.1 class and is hereby classed as "Spar decked" in the Register of the 15th Feb 1864