

3308

Surveyed Afloat or in Dry Dock Whilst Building

3508 *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 in corner of butts*

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

She has SAILS.

CABLES, &c.

ANCHORS, and their weights.

No.	Sails	Cables, &c.	Fathoms.	Inches.	No.	Weight.
1	Fore Sails,	Chain <i>stated 60 fms</i>	300	1 1/2	Bower, <i>Tested 29 fms</i>	37.0.20
2	Fore Top Sails,	Hempen Stream Cable <i>Tested 22 fms</i>	90	11	<i>Approved 28 fms</i>	54.0.0
3	Fore Topmast Stay Sails,	Hawser <i>Chain 22 fms</i>	60	1 1/2	Stream, <i>Tested 13 fms</i>	36.1.25
4	Main Sails,	Towlines	90	10		
5	Main Top Sails,	Warp	90	6	Kedge, <i>Tested 13 fms</i>	4.0.6
		All of <i>good</i> quality.	90	4 1/2		3.1.18
			90	3 1/2		

Her Standing and Running Rigging *Gal. rise* sufficient in size and *good* in quality.

She has *2* Long Boat and *2* Life Boats *2* Cutters

The present state of the Windlass is *new* Capstan *new* and Rudder *new* Pumps *new & efficient*

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>Built under ordinary</i>
	2nd.	On the plating during the progress of rivetting	<i>Survey 11th June 1864</i>
	3rd.	When the beams were in and fastened, and before the decks were laid	<i>16th Feb 1864</i>
	4th.	When the ship was complete, and before the plating was finally coated	
	5th.	After the ship was launched	

The frames are 21ⁱⁿ apart except in the engine room for a space of 48 feet where they are 18ⁱⁿ. An intercostal keelson is fitted between middle line and bilge keelsons extending from 65 feet before boiler room bulkhead to 49 feet abaft engine room bulkhead and stands 13ⁱⁿ above the floor with four angle irons 6x4x1/4 except in the engine & boiler space where the intercostal keelson is the depth of the floor plate and flat plates one on each side and one in the centre are rivetted to the double reverse bars of the floors; the floors in this space are 3ⁱⁿ deeper than in the other part of the vessel and the double reverse bars are extended to the upper part of bilges. The bilge keelsons are formed with two angle irons 6x4x1/4 with a bulk plate 9x1/4 for half the length amidships. Orlop Beams 23 in number are fitted 7 ft & 14 ft apart alternately. The stringer on upper deck beams is 6 feet 9 in. wide and connected to the sheerstrake with angle irons 5x5x1/4 there is also a stringer angle iron running fore & aft within the frames 6x4x1/4 forming a gutter waterway. 10 Pairs of diagonal tie plates are fitted on upper deck beams and 8 Pairs on lower deck beams. The sheerstrake is doubled for three fourths the length of the ship and the lining pieces to bulkheads extend over three frames. Iron bulwarks are fitted of 1/4 plating, 4 ft. 2 in. above the beam and supported by alternate frames and every frame in the wake of the chain plate.

In what manner are the surfaces preserved from oxidation? *Red lead & McQuinn's patent paint.*

I am of opinion this Vessel should be classed *2nd 1* for 12 years.

The amount of the Fee£ 5 : 0 : 0 is received by me,

Mc Special£ 18 : 18 : 0

Certificate (if required)£ : 5 : 0

Committee's Minute *22nd March 1864*

Character assigned *A 1 for 12 years*

I P. Pearce.

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