

# IRON SHIPS.

No. 2229 Survey held at Glasgow Date Aug 10<sup>th</sup> 1864  
on the Ship Pandora Master Stewart  
Tonnage Gross 115 1/2 Engine Room — Register — Built at Glasgow  
When Built 1864 Launched July By whom built C. Connell & Co  
Owners Clyde & Co Port belonging to Liverpool Destined Voyage Clyde to Liverpool  
If Surveyed Afloat or in Dry Dock whilst building and afloat

[illegible]



3720 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? 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? a few in corners of Butts

\* Glasgow Boiler Plate, Steel & Co. 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.
<u>a Double</u>	Fore Sails,	<u>Tested to 55<sup>2</sup> lbs</u>	<u>300</u>	<u>1 3/4</u>	<u>Tested to 30<sup>2</sup> lbs</u>	<u>3</u>	<u>33 3/4</u>
<u>Suit</u>	Fore Top Sails,	<u>Certif. dated 24<sup>th</sup> Sep/04</u>			<u>Certif. dated 24<sup>th</sup> Sep/04</u>	<u>3</u>	<u>32 2/5</u>
<u>Sails</u>	Fore Topmast Stay Sails,	<u>Hempen Stream Cable</u>	<u>90</u>	<u>9 1/2</u>	<u>Portsmouth Patent</u>		<u>32 3/4</u>
<u>and</u>	Main Sails,	<u>Hawser</u>	<u>200</u>	<u>1 1/2</u>	<u>Stream,</u>	<u>1</u>	<u>11 3/4</u>
	Main Top Sails,	<u>Tested to 30<sup>2</sup> lbs</u>	<u>90</u>	<u>10 1/2</u>			
		<u>Towlines</u>	<u>90</u>	<u>10 1/2</u>			
		<u>Warp</u>	<u>90</u>	<u>8 1/2</u>	<u>Kedge,</u>	<u>2</u>	<u>11 1/2</u>
		<u>All of Good quality.</u>	<u>90</u>	<u>8 1/2</u>			<u>3 1/2</u>

Her Standing and Running Rigging Gal. 3/4 in. Hemp sufficient in size and Good in quality.

She has two 25 ft. life Long Boat and 22 ft. Pump. 22 ft. Qig. 14 ft. Pump  
The present state of the Windlass is new Capstan new and Rudder new Pumps new and 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 Built under Special Survey and seen on the following dates  
2nd. On the plating during the progress of rivetting Decr 15. 18. 1903 Jan 18. 13. 22. 30. Feb 4.  
3rd. When the beams were in and fastened, and before the decks were laid 4. 8. 10. 19. 22. 26. March 4. 9. 12. 17. 26.  
4th. When the ship was complete, and before the plating was finally coated 29. 30. Apr. 5. 8. 18. 21. 26. 30. May 4. 9. 13. 17. 23. 27. June 3. 7. 9. 13. 20. 22. 24. 27. July 11. 5. 26. Aug. 10. 16. 18. 24.  
5th. After the ship was launched

Is fitted with an intermediate intercostal keelson midway between middle line and Bilge keelson 18 x 1/2 rivetted to Angle iron on floor, and double angle iron back to back 5 x 4 1/2 x 30. Butt Straps to Gunwale Plate double rivetted, Butt Straps to Sheerstrake are extended over two frames and double rivetted. Sheer Butt Straps increased to 10 x 1/2 in width and Chain rivetted throughout. Ceiling in flat fitted in stowage Hatches for lifting. Fitted with a full Coop. Forecastle and House on Deck for the crew. Fore. Mast, Mizzen and Bowsprit of 80 Glasgow. Boiler plate with double overlap lands, and double rivetted carvel butts. Fore Main and Crossack and Topsail Yards of Steel 70 x 10 x 3/8 with two Angle Irons 2 1/2 x 2 1/2 x 70 in each of the Yards for two thirds the length.

In what manner are the surfaces preserved from oxidation? Flat of Bottom with Portland Cement  
rest with Red Lead and Patent Paint.

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

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

Amey HMC Special .....£ 57/16 : :

Certificate (if required) .....£ Gratis :

Committee's Minute 23 August 18

Character assigned A

A. D. Darling

I have examined this Report and found it correct for the class recommended -  
Lloyd's Register  
Foundation