

1864

Master

When Built 1864 Launched 21st July 1864 By whom built Robert Duncan & Co

Owners *C. G. Lewis & Co.* Port belonging to *Liverpool* Destined Voyage *Wyd. to East Indies*

Is Surveyed Afloat or in Dry Dock While Building

1203637A-0168

3737 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 lengths
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. Mast and Bow-sprit Iron, Yards, Steel
She has **SAILS.** **CABLES, &c.** **ANCHORS, and their weights.**

N ^o .			Fathoms.	Inches.		N ^o .	Weight.
✓	Fore Sails,	Chain ^{Admiralty test tons} 37 1/2 ^{June 1864} 55 1/2	300	1 1/2	✓	Bower, ^{Common 29th May 1864} 32 1/2	1 37. -
Two	Fore Top Sails,	Hempen Stream Cable	90	10 1/2	✓	Stream, ^{Common} 1	1 32. 3. 7
Suits	Fore Topmast Stay Sails,	Hawser	90	7 1/2	✓	Kedge, ^{Common} 1	1 13. -
of	Main Sails,	Towlines	90	6	✓		
Sails	Main Top Sails,	Warp	90	5	✓		
and		All of <u>Good</u> quality.			✓		

Her Standing and Running Rigging Simple sufficient in size and Good in quality.
She has Two Life Long Boat and Three others

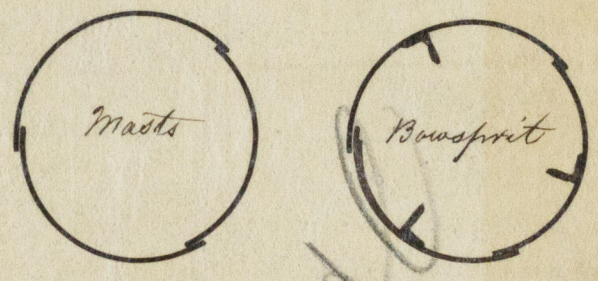
The present state of the Windlass is Good Three Capstans Good and Rudder Good Pumps Two Lead Good, Two Lead Bilge

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
5th. After the ship was launched
Specially surveyed while building from 28th October 1863 to 31st August 1864 on all 12 visits.

This ship has been built under Special Survey as per order N^o 305; has a full poop, and fore-castle with a house on deck for the crew; is fitted with a double plate keelson, also a side keelson with a wash plate, and a bulb-iron between the bilge keelson angle irons as shown in sketch of midship section herewith.

Masts &	Thickness of plating of Butts	Rivetting of Butts	Rivetting of ledges	Size of Angle Iron	N ^o of ditto	Diameter of masts &
Main Mast	7/8	carvel	Clenched	"	"	30 ins
Fore mast	7/8	"	"	"	"	30 ins
Mizen Mast	7/8	"	"	"	"	23 ins
Bowsprit	7/8	"	"	5x3x7/8	3 in slant of 1/4 in thickness	30 ins



In what manner are the surfaces preserved from oxidation? Portland Cement between floors to upper part of bilges, inside and outside with three coats of Zinc paint and Red lead

I am of opinion this Vessel should be classed A

The amount of the Fee£ 5 : " : " is received by me, J. P. Boylston
Special£ 49 : 19 : "

✓ Certificate (✓ required)£ " : " : "

Committee's Minute 1st September 1864.

Character assigned A

I am of opinion this Vessel is eligible for the Class A 1 Sep 1864