

Requisition N<sup>o</sup> 313

Rec 26/9/64

Date 15<sup>th</sup> Sept<sup>r</sup>

1864

he Ship

Nov 1

Wester

*Master*

Взрощен

Tonnage Gross 557.03

### Engine Room

*Register*

Built at *Port Glasgow*

*When Built*

1864

*Launched*

3<sup>rd</sup> Sept

*By whom built*

Laurence Hill & Co.

Others Jas Jamieson & Co

Port belonging to Glasgow

*Destined Voyage* *Chud to Madras*

*If Surveyed Afloat or in Dry Dock*

While building

[illegible]

IRON 437A-020

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Lloyd's Register

**Workmanship.** Are the lands or laps of the cleats 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. Masts Iron, Bowsprit Wood.

She has **SAILS.**

N <sup>o</sup> .		CABLES, &c.			ANCHORS, and their weights.		
		Chain	Fathoms.	Inches.		N <sup>o</sup> .	Weight.
	Fore Sails,	Admiralty test 37 1/2	135	1 1/2	Common Admiralty test 21 1/2	1	26 1/2
	Fore Top Sails,	18	80	1 1/2	Bower, 20 1/2	1	24 1/2
	Fore Topmast Stay Sails,		90	7	Rodgers, 20 1/2	1	24 1/2
	Main Sails,		90	5	Stream,	1	8 1/2
	Main Top Sails,				Kedge,	1	12 1/2
	and	All of <u>Good</u> quality.					

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

She has One Long Boat and one Life & Pinnace

The present state of the Windlass is Good Capstan Good and Rudder Good Pumps Two Lead & one Cast Iron Good

**General Remarks, Statement and Date of Repairs, extent of corrosion (if any) both internally and externally, and condition of rive**

**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

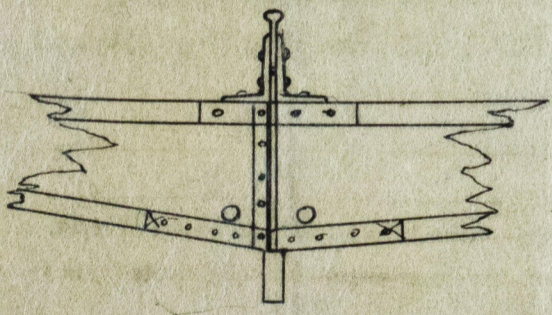
Specially surveyed while building from 17<sup>th</sup> Feb'y to 15<sup>th</sup> Sept'r 1864 in all 32 visits

This vessel has been built under Special Survey as per order No 312.

135 fathoms 1 1/2 inch Bower Chain tested at a Private Machine, Certificate dated 20<sup>th</sup> Sept'r 1864; and one Bower Anchor 24 cwt 3 qrs 20 lbs tested to 20 1/2 tons at a Private Machine, Certificate dated 14<sup>th</sup> Sept'r 1864. The other Bower Anchors and remainder of Chain Cable tested at the Tipton Proving Machine. The Anchor certificates dated 1<sup>st</sup> Sept'r and Chain Certificate dated 8<sup>th</sup> Sept'r 1864

Spars	Thickness of plating of bases	Rivetting of bases	Rivetting of Butts	Angle Iron	N <sup>o</sup>	Diameter
Main Mast	7/8	Blanchet	Carvel	4x3x7/8	3	22 inches
Fore mast	7/8	"	"	4x3x7/8	3	22 inches
Mizzen Mast	7/8 & 1/2	"	"	4x3x7/8	3	19 inches

Middle line Keelson &c



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

I am of opinion this Vessel should be classed A

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

Special .....£ 24 : 18 : "

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

Committee's Minute 27<sup>th</sup> September 1864

Character assigned A

Sept 26/64

This Sailing Barge built by Don appears to be 240 in my Report dated Oct. 7<sup>th</sup> 1864

I am of opinion the hull is eligible to Class A as recommended, and the rig to be subject to the Committee's consideration in the future

Cable and one life boat