

IRON SHIPS.

Compare with the Rule and Table of 1000

No. 19073 Survey held at Liverpool Date October 15 1864

on the Ship "Hajpost" Master E. Gillett

Tonnage Gross 1333 ^{under deck} Engine Room 1215 Register 1333 Built at Liverpool

When Built 1864 Launched July 23/64 By whom built S. Vernon & Son

Owners Smith Fleming & Port belonging to London Destined Voyage Bombay

Surveyed Afloat or in Dry Dock On the building slip and in dry dock

Length aloft	Feet. Inches.	Extreme Breadth	Feet. Inches.	Depth from top of Upper Deck Beam to top of Floor	Feet. Inches.	Power of Engines	Horse																																																																																																																																																																																																																																																																																																																																																
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IRON 457A-0228

3799 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? Very well and are the rivet holes well and sufficiently countersunk in the outer plate? Workman ship very good.

Are there any rivets which either break into or have been put through the seams or butts of the plating? Very few and in butts only.

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

Public or any other patent system proving machine
No patent expired patent.

Two full sails

She has SAILS.

No.	Description	CABLES, &c.	
		Fathoms.	Inches.
	Fore Sails,	300	1 13/16
	Fore Top Sails,	80	1 1/8
	Fore Topmast Stay Sails,	90	1 1/2
	Main Sails,	90	8 1/2
	Main Top Sails,	90	8 1/2
	All of <u>good</u> quality.		

ANCHORS, and their weights.

No.	Weight	Size
Bower, "56"	32-8-0-0	1 25-0-0
"81"	32-8-0-0	1 28-2-24
"56"	32-8-0-0	1 28-2-6
Stream, "85"	12-8-0-0	1 10-2-2
Kedge, "86"	7-11-0-0	1 15-1-0
"87"	5-10-0-0	1 13-0-0

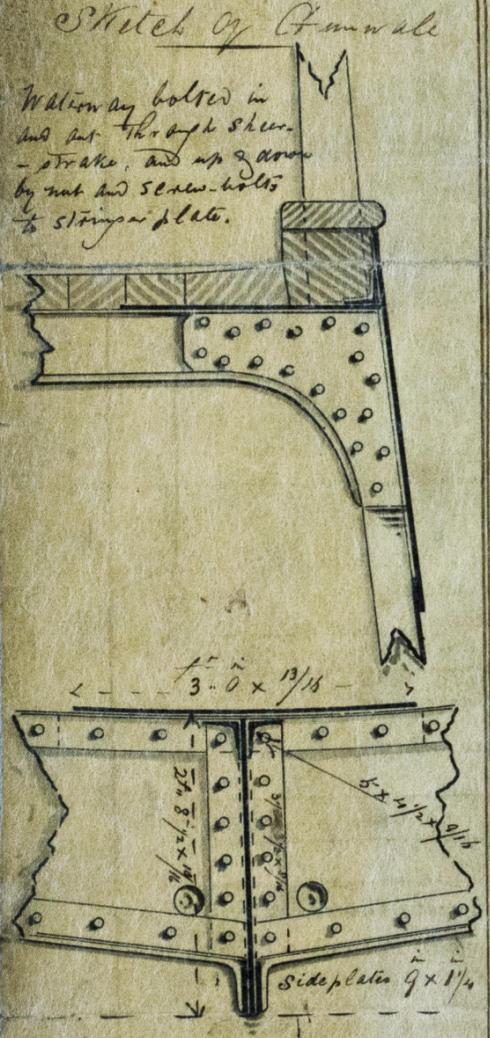
Her Standing and Running Rigging of wire & stump sufficient in size and good in quality.

She has one Long Boat and 4 Others

The present state of the Wharves is Brown's Capstan and two others and Rudder good Pumps two of iron in main & old Wilson's

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

- 1st. On the several parts of the frame, when in place, and before the plating was wrought Under special
- 2nd. On the plating during the progress of rivetting Survey the whole
- 3rd. When the beams were in and fastened, and before the decks were laid 2 times of building
- 4th. When the ship was complete, and before the plating was finally coated for her 19th June 1864
- 5th. After the ship was launched



This vessel has a monkey fore-castle and a house aft with wing deck in way of the same, and stowage built in accordance with specification submitted and approved by the Committee. When completed and measured for tonnage it was found to be 1215 ⁰⁰/₁₀₀ under the deck, in lieu of 1195 as stated in specification and section submitted, and accounted for by the unusual mode of taking the tonnage length as shown in sketch appended, the general practice being to measure from the termination of deck at the thwart-head or bowsprit plate, which no doubt from the position of this vessel forward will make the difference of tonnage when so measured. She has two ports fitted on both sides below the main beams amidships and securely fastened (Sketch submitted and approved by the Committee) She is very well built and in my opinion worthy your favorable consideration of the Committee for the class All as contemplated.

The fore, main & mizzen masts and topmasts together with the lower yards, and the upper & lower topgallant yards are of best cast steel 6/16, 5/16 and 4/16 plate, part 3/16 & 1/8 masts and yards, masts & topmasts as shown in sketch. Bowsprit of iron 6/16 masts flush and double riveted in butts and upper yards lapped in 1/4" plate riveted in the same and double in butts, two angle plates in yards of 2 1/2 x 2 1/2 x 5/16 and in the smaller ones 2 1/4 x 2 1/4 x 1/4. By Oil and Cement in flat and by paint.

In what manner are the surfaces preserved from oxidation? All.

I am of opinion this Vessel should be classed All.

The amount of the Fee £ 5 : : : is received by me,
Special £ 66 : 13 : : 17/10/64 RLM

Certificate (if required) £ beates

Committee's Minute April 18th 1864

Character assigned A 1

J. J. Light

Referred to Genl Committee 18th 1864

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