

Computed with the Rule and Table of 1000

87
Order
1991

120N437A-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.

She has SAILS.

N^o.

Fore Sails,

Fore Top Sails,

Fore Topmast Stay Sails,

Main Sails,

Main Top Sails,

and

CABLES, &c.

Public or any other piece of machinery

Chain

Hesperus Stream Cable

Hawser

Towlines

Warp

All of good quality.

Fathoms.

Inches.

300

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Public or any other piece of machinery

ANCHORS, and their weights.

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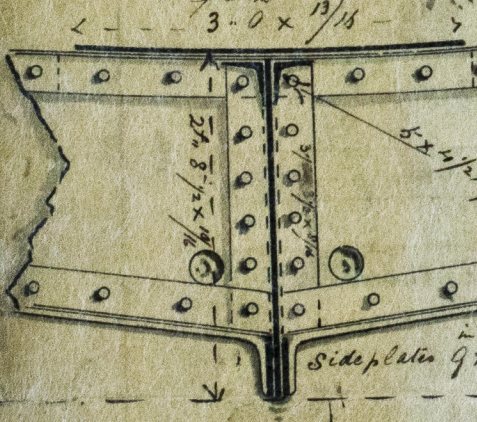
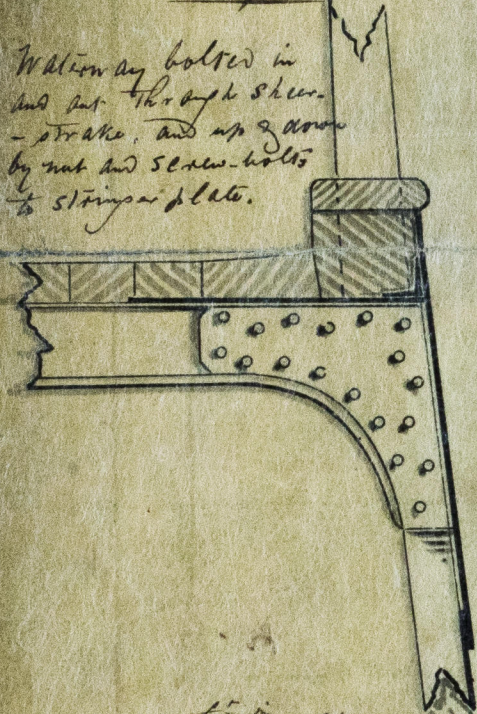
Public or any other piece of machinery

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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 Time of building
 4th. When the ship was complete, and before the plating was finally coated for her
 5th. After the ship was launched Jan 11 1864

Sketch of Frame



This vessel has a monkey fore-castle and a house aft with wing deck in way of the same. And she was 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 aid 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 thrust head or bowsprit plate, which no doubt from the formation 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 and is securely fastened. (Sketch submitted and approved by the Committee) She is very well built and in my opinion worthy the favorable consideration of the Committee for the Class A.I. as contemplated.

The fore, main and mizzen masts and topmasts together with the lower yards, and the upper and lower topgallant yards are of best Cast Steel 6 1/2, 5 1/2 and 4 1/2 plates, flat 3/16 and 1/8 inch thick and 7 feet, 10 feet and 10 feet as shown in sketch. Bowsprit of Iron 6 1/2 feet, mast flush and double riveted in butts and 1/4 inch of deck lapped in 1/4 inch 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.

In what manner are the surfaces preserved from oxidation? By Oil and Cement in flat and by Paint.

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

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

Special £ 66 : 13 : : 17/10/64 RLM

Certificate (if required) £ States

Committee's Minute April 18th 1864

Character assigned A.I.

A.O.C.P.

Refered to Genl Committee

18th Feb 64

LR

Lloyd's Register