

*Computed with the Rules and Table of 400 tons and 1/2 pence*

Tonnage Gross  $535 \frac{30}{100}$  Engine Room  $35 \frac{73}{100}$  Register  $535 \frac{38}{100}$  Under deck  $4 \frac{65}{100}$  Built at Wrenhead

When Built 1864 Launched July 23/64 By whom built Woodside Graving Dock Co.

Owners *Bromham & Co* Port belonging to *Liverpool* Destined Voyage *Adelaide*

~~If Surveyed Afloat or in Dry Dock~~ On the building Slip, and in Dry Dock.

Length aloft .....	Feet. 160.	Inches. 6	Extreme Breadth....	Feet. 26.	Inches. 7	Depth from top of Upper Deck } Beam to top of Floor..... }	Feet. 17.	Inches. 0	Power of Engines....	Horse.
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	Inches in Ships.	Inches required per Rule.		Inches. In Ship.	16ths. In Ship.	Inches. required per Rule.	16ths required per Rule.
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	23	23	Stem, <del>is</del> bar iron, moulding and thickness	6 3/4	2 1/2	6 3/4	2 1/2

Floors, Size of Angle Iron, and No.	Inches. In ship.	Inches. In ship.	16ths. In ship.	Inches. per Rule.	Inches. per Rule.	16ths. per Rule.	if plate iron, breadth and thickness ....	Stern-post, <del>bar</del> iron, moulding and thickness	if plate iron, breadth and thickness
Size of Angle Iron, and No. <u>2</u> at bottom of Floor Plate <u>for 1/2 1/2</u>	3 1/2	3	7/16	3 1/2	2 3/4	7/16	if plate iron, breadth and thickness ....	Stern-post, <del>bar</del> iron, moulding and thickness	6 3/4 x 2 1/2 6 3/4 2 1/2

depth and thickness of Floor Plate at mid line .....	18 x 7/16 and 6/16	18 x 7/16 and 6/16	Keel, <del>N</del> bar iron, depth and thickness <del>Side Bars</del>	7 x 1 6 3/4 x 1 3/2
			Middle <del>x</del> plate iron, breadth and thickness ....	29 x 8/16 2 3/4 x 7/16
			Garboard Plates,	Description of Iron.

„ depth and thickness of Floor Plate at	12	x	7/16	3 1/2	x	7/16	Breadth and thickness .....	30	x	10/16	2 1/2	10/16
Bilge Keelson .....							From Garboard to upper	—		9/16	—	9/16
„ Size of Reversed Angle Iron, and	2						part of Bilge .....	—		8/16	—	8/16
							From upper part of Bilge	—		3/5	height	—

No. One at top of Floor Plate..	3	2 1/2	6 1/8	2 3/4	2 1/2 x 9/16	From upper part of Angle to Sheerstrakes.....	10 1/2 x 1/2 in. above d $\frac{a}{2}$	9/16	Ends	1/16	Ends	
Double in way of all nuts								7/16	Ends	9/16	Ends	
Frames, Size of Angle Iron, single or double..	3 1/2	3	1 1/8	3 1/2	2 3/4	Sheerstrakes, Breadth and thickness .....	Doubled 84 feet	30	9/16	Ends	9/16	Ends
Reversed Iron, if the same					1 1/8	Butt Straps to connect .....	14	7/16	9/16	9/16	Ends	3/16

Reversed Iron, 1 to every 1/2 ft	3	2 1/2	6 1/2	2 3/4	2 1/2	6 1/2	Butt Straps to outside plating, Breadth and thickness .....	Material.	9 x 10 1/2 x 1/2 - 8 1/2 x 10 1/2 x 1/2
to above butts for every other frame to 1/2 ft	3	2 1/2	6 1/2	2 3/4	2 1/2	6 1/2	Planksheers .....	None	22 1/2 x 9 1/2 x 1/2
Beams, Deck (No. ) double Angle Iron, )	4	x	6 1/2	6 5/8	x	6 1/2	Gunwale Plate or Stringer)		

<i>at least 6 ft. long.</i>	Plates, or Bulb Iron.....	1	2	1/8	x	1/8	Gulwale Plate or Stringer on ends of Up. Dk Beams)	Ends	23	1/16	—	23 x 7/16	—
"	, double or single Angle Iron, on upper edge.....	3	2 1/2	5/16	2 3/4	2 1/2	Angle Iron on ditto.....		20	7/16	—	—	—
							Diagonal Tie Plates on Beams		4 x 3	x 6/16	—	4 x 3 x 6/16	—
									10 1/4	x 7/16	93	x 7/16	—

"	"	average space between .....	46	—	—	46	—	—	Waterway .....	Iron gutter.	10 1/2	10	10	10	—
"	"	if wood (No. ) sided & moulded .....	—	—	—	—	—	—	Deck .....	yellow pine	3 1/2	—	3	—	—
"	"								Ceiling in Hold .....	American Elm	2 1/2	—	—	—	—

Hold, or Lower Deck (N <sup>o</sup> . )	7	x	6/16	6 5/8	x	6/16	Ceiling betwixt Decks ....	6 in Battens	6 x 2	—	—	—
double Angle Iron, Plate, or Bulb Iron )							Beam Clamps or Spiketting			—	—	—
" " double or single Angle Iron )							" Shelf .....			—	—	—

on upper edge.....	3	2 1/2	7/16	2 3/4	2 1/2	9/16	"	Stringer Plates on ends of Hold or Lower Dk Beams	18 x 7/16	17 1/2 x 7/16	—
" " average space between .....	46	&	92	—	46	&	92	Ceiling between Decks .....	—	—	—

„ „ wood (No. ) sided & moulded	—	—	—	—	—	Stringer or Tie Plates out-	<i>See 20</i> $10\frac{1}{2}$ $7\frac{1}{16}$ $9\frac{3}{8}$ $\times 7\frac{1}{16}$
„ Baddle, wood, sided and moulded, or	—	—	—	—	—	side Hatchways ....	
„ & Iron, size of Plate .....	—	—	—	—	—	Deck Beam Glands or	

[illegible]

"	Size of Angle Irons .....	a <sup>o</sup>	a <sup>e</sup>	—	4 x 3	7/8	Deck, Lower .....	"	—	—	—	—	—	—	—
Ditto Bilge (No. One) on each side of double angle iron.	a <sup>+</sup>	Single angle iron	3 1/2 x 3	7/8 ✓	✓	3	7/8	Deck, Upper, how fastened to Beams	By nut and bolts below.						
								Bulkheads, No.	Two ✓	Thickness of	5/8 ✓				

Transoms, material \_\_\_\_\_ or, if none, in what manner compensated for. „ how secured to the sides of the ship? By double frame.

Knight-heads, and Hawse Timbers Iron plates & frame. Near hawse block „ size of vertical angle iron and their distance apart 3x2 1/2 x 1/8 at 2'

The Frames or Ribs extend in one length from Keel to gunwale rivetted through plates with ( $\frac{3}{4}$  in.) rivets, about (6") apart. Double frame through Centre keel plate, and out to bottom 12 length of vessel amidships. The reverse angle irons on the floors extend in one length across the Keel from Keel plate to gunwale, and alternately to upper part of the frame.

Keelson, how are the various lengths of plates or angle irons connected? By butt straps double riveted, and angle iron shipped.

Edges from Garboards to upper part of bilge, worked over with a lining piece ( in. ) thick, or clencher, double or single rivetted ; rivets (  $\frac{3}{4}$  in. ) diameter, averaging (  $2\frac{3}{4}$  ins. ) from centre to centre of rivets.

Butts from Keel to turn of bilge, worked carvel with a lining piece  $(\frac{10}{16} \times \frac{29}{16})$  thick, double or single rivetted; rivets ( $\frac{3}{4}$  in.) diameter, averaging ( $2\frac{3}{4}$  ins) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? no.

Edge of Sheerstrake, double or single rivetted? *Double*

„ Butts from bilge to planksheers, worked carvel with a lining piece  $\frac{2}{8} \times \frac{2}{8}$  thick, double or single rivetted; rivets ( $\frac{3}{4}$  in.) diameter averaging ( $2\frac{3}{4}$  ins.) from centre to centre of rivets. Breadth of laps in double rivetting ( $4\frac{1}{2}$ ). Breadth of laps in single rivetting ( )

Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted? All double rivetted.  
Planksheer, how secured to the plating of the sides { Explain by sketch } See sketch on the other side

Deck Beams, how secured to the side? *By knee plates forged out of Bulb Iron beams. Stringer plates*

Hold or Lower Deck	"		a =	a =	a =	a =	
Paddle	"		None.				
No. of breasthooks	"		crotchets	how are pointers compensated?	<i>Iron spore &amp; all ties etc connected at the gun</i>		

What description of iron is used for the angle iron and plate iron in the vessel? Black and Builder's Signature [Signature]  
Iron works

IRON 437A-0231



3802 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 <sup>Clench</sup>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 <sup>clench</sup> fill in solid with single pieces, or are they in short lengths of various thicknesses? Solid

Do the holes for rivetting plate to frame <sup>clench</sup> 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? Very few and in Butts only.

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

She has SAILS.

N<sup>o</sup>.  
100 ft. Sails  
and

Fore Sails,  
Fore Top Sails,  
Fore Topmast Stay Sails,  
Main Sails,  
Main Top Sails,

**CABLES, &c.**

	Fathoms.	Inches.
Chain <u>Test 37.5</u>	270	1 1/16
Hempen Stream Cable		
Hawser	90	9
Towlines	90	7
Warp		
All of <u>good</u> quality.		

Porter's patent with Iron Stocks  
in Public proof Cert produced  
**ANCHORS, and their weights.**

	N <sup>o</sup> .	Weight.
Wish. <u>Stock</u> <u>included</u> <u>ant</u>		
<u>Anchor</u> <u>Test</u> <u>122</u> <u>13</u>	1	20-0-16
<u>Bower</u> <u>Test</u> <u>122</u> <u>13</u>	1	20-0-8
<u>489</u> <u>122-19-2</u>	1	20-0-0
<u>Stream</u> <u>Common</u> <u>Iron</u> <u>Stock</u>	1	8-0-3
<u>Kedge</u>	1	4-0-11
	1	2-0-1

Her Standing and Running Rigging of Wire & Stamp sufficient in size and good in quality.

She has One Long Boat and 2 Others

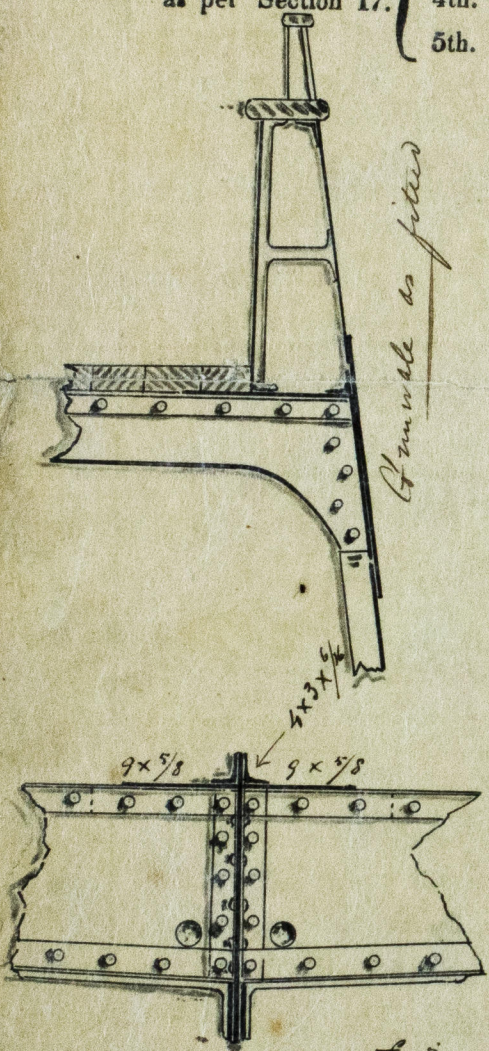
The present state of the Windlass is good Capstan good and Rudder good Pumps Two in main hold of Iron  
Iron & Patent of Iron and Wilson's Patent Sluice

**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

Under special  
Survey the whole  
2 times of build  
from May 3rd 1864



This vessel is well built, and fitted with a house on the after part of deck, with raised wing deck at side in way of the same, also a short raised steering deck aft. Fast double riveted throughout the edges of plating which is in excess of the requirements of the Rules.

Vertical centre plate 2-5 x 5 1/2  
Side-bars 7 x 1  
Top plate 8 x 10

\* Fore, main & bowsprit of Iron in two plates lapped edges and flush butts single riveted in edges and double in butts, plates 9/16 thick, 4 vertical angle bars 3 x 2 1/2 x 9/16, lower yards and lower top sail yards of steel 1/2 and taper to 3/4 lapped in edge, single riveted edges double in butts, 3 angle bars of steel in lower yards and two in the top sail yards of 2 1/2 x 2 1/2 x 9/16 other spars of wood.

In what manner are the surfaces preserved from oxidation? By Portland Cement in flat of bottom Paint.

I am of opinion this Vessel should be classed A1.

The amount of the Fee .....£ 5 : : : is received by me,  
Special .....£ 26 : 15 : 13/10/64  
Certificate (if required) .....£ Gratis

Committee's Minute L'pool-14th Oct 1864

Character assigned A1 Built under Special Survey  
(A & C.P.)  
ME