

No. 4829 Survey held at Port Glasgow Date 12<sup>th</sup> Nov<sup>r</sup> 1864  
 in the Screw Steamer "General Hawk" Master Henry Kingcome  
 Tonnage Gross 280.52 Engine Room 66.87 Register 213.65 Built at Port Glasgow  
 When Built 1864 Launched 6<sup>th</sup> October 1864 By whom built Blackwood & Gordon  
 Owners Fulcher & Co Port belonging to Liverpool Destined Voyage to  
 If Surveyed Afloat or in Dry Dock While Building

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.
169	7	0	22	5	0	10	8	0	60	Two Engines
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	21		Inches in Ships.	21		Inches required per Rule.			Stem, if bar iron, moulding and thickness	6 1/2 x 2
Floors, Size of Angle Iron, and No. single at bottom of Floor Plate with double pieces at middle line 4 feet long	3	2 1/2	16ths. required per Rule.	3	2 1/2	16ths. required per Rule.			if plate iron, breadth and thickness	6 1/2 x 2
depth and thickness of Floor Plate at mid line	14	2	16ths. required per Rule.	13	4	16ths. required per Rule.			Stern-post, if bar iron, moulding and thickness	7 x 3 1/2
depth and thickness of Floor Plate at Bilge Keelson	2 1/2	2 1/2	16ths. required per Rule.	2 1/2	2 1/2	16ths. required per Rule.			if plate iron, breadth and thickness	7 x 3 1/2
Size of Reversed Angle Iron, and No. single at top of Floor Plate	3	2 1/2	16ths. required per Rule.	3	2 1/2	16ths. required per Rule.			Keel, if bar iron, depth and thickness	6 1/2 x 2
Frames, Size of Angle Iron, single or double Reversed Iron, to every frame and on every alternate frame to gunwale	2 1/2	2 1/2	16ths. required per Rule.	2 1/2	2 1/2	16ths. required per Rule.			if plate iron, breadth and thickness	6 1/2 x 2
Beams, Deck (No. ) double Angle Iron, Plate, or Bulb Iron	6	6	16ths. required per Rule.	5	2	16ths. required per Rule.			Garboard Plates, Breadth and thickness	32
double or single Angle Iron, on upper edge	2 1/4	2 1/4	16ths. required per Rule.	2 1/4	2 1/4	16ths. required per Rule.			From Garboard to upper part of Bilge	7 1/2
average space between	3 feet 6 inches			3 feet 6 inches					From upper part of Bilge to Sheerstrakes	4 1/2
if wood (No. ) sided & moulded									Sheerstrakes, Doubled for 2 1/2 the length and ships Breadth and thickness	32
Hold, or Lower Deck (No. ) double Angle Iron, Plate, or Bulb Iron									Butt Straps to outside plating, Breadth and thickness	8
double or single Angle Iron on edge									Planksheers	
average space between									Gunwale Plate or Stringer on ends of Up. Dk Beams	2 1/4
if wood (No. ) sided & moulded									Angle Iron on ditto	3 x 3 x 1/2
Paddle, wood, sided and moulded, or if Iron, size of Plate									Diagonal Tie Plates on Beams	9
Engine									Waterway	7
Keelson, single plate, box, or intercostal	14 1/2	4	16ths. required per Rule.	14 1/2	4	16ths. required per Rule.			Deck	3
Size of Plates	3	3	16ths. required per Rule.	3	3	16ths. required per Rule.			Ceiling in Hold	2
Size of Angle Irons	3	3	16ths. required per Rule.	3	3	16ths. required per Rule.			Ceiling betwixt Decks	6 1/2 x 2 1/2
Ditto Bilge (No. Two ) angle Irons Bulb Iron	3	3	16ths. required per Rule.	3	3	16ths. required per Rule.			Beam Clamps or Spirketting Shelf	
Transoms, material Iron or, if none, in what manner compensated for.									Stringer Plates on ends of Hold or Lower Dk Beams	
Knight-heads, and Hawse Timbers Iron									Ceiling between Decks	9
The Frames or Ribs extend in one length from Keel to Gunwale									Stringer or Tie Plates out- side Hatchways	9
The reverse angle irons on the floors extend in one length across the middle line from upper part of bilge to Gunwale alternately									Deck Beam Clamps or Spirketting	
Keelson, how are the various lengths of plates or angle irons connected?									Shelf	
Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets (1 1/2 ins.) diameter averaging (4 1/3 in.) from centre to centre of rivet.									Stringers in Hold	14
Edges from Garboards to upper part of bilge, worked carvel with a lining piece (1 in.) thick, or clencher, double or single rivetted; rivets (5/8 in.) diameter, averaging (2 1/2 ins.) from centre to centre of rivets.									Deck, Lower	3
Butts from Keel to turn of bilge, worked carvel with a lining piece (3/4 in.) thick, double or single rivetted; rivets (5/8 in.) diameter, averaging (2 1/2 ins.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? No									Deck, Upper, how fastened to Beams	6
Edges from bilge to sheerstrake, worked carvel with a lining piece ( ) thick, or clencher, double or single rivetted; rivets (5/8 in.) diameter, averaging (2 1/2 in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? No									Bulkheads, No. Five	Thickness of 7/8
Edge of Sheerstrake, double or single rivetted?									how secured to the sides of the ship	Between double frames
Butts from bilge to planksheers, worked carvel with a lining piece (3/4 in.) thick, double or single rivetted; rivets (5/8 in.) diameter averaging (2 1/2 ins.) from centre to centre of rivets. Breadth of laps in double rivetting (3 1/2 ins) Breadth of laps in single rivetting (2 1/2 ins)									size of vertical angle iron and their distance apart	2 1/2 x 2 1/2 x 1/2 about 3 inches apart
Straps of Keelsons, Stringer and Tie Plates, double or single rivetted?									The Frames or Ribs extend in one length from	Keel to Gunwale
Planksheer, how secured to the plating of the sides									The reverse angle irons on the floors extend in one length across the middle line from	upper part of bilge to Gunwale alternately
Waterway, planksheer and to the Beams									Keelson, how are the various lengths of plates or angle irons connected?	By Angle Iron butt straps
Beams, how secured to the side?									Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets (1 1/2 ins.) diameter averaging (4 1/3 in.) from centre to centre of rivet.	
or Lower Deck									Edges from Garboards to upper part of bilge, worked carvel with a lining piece (1 in.) thick, or clencher, double or single rivetted; rivets (5/8 in.) diameter, averaging (2 1/2 ins.) from centre to centre of rivets.	
of breasthooks									Butts from Keel to turn of bilge, worked carvel with a lining piece (3/4 in.) thick, double or single rivetted; rivets (5/8 in.) diameter, averaging (2 1/2 ins.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? No	
at description of iron is used for the angle iron and plate iron in the vessel?									Edges from bilge to sheerstrake, worked carvel with a lining piece ( ) thick, or clencher, double or single rivetted; rivets (5/8 in.) diameter, averaging (2 1/2 in.) 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?	
									Butts from bilge to planksheers, worked carvel with a lining piece (3/4 in.) thick, double or single rivetted; rivets (5/8 in.) diameter averaging (2 1/2 ins.) from centre to centre of rivets. Breadth of laps in double rivetting (3 1/2 ins) Breadth of laps in single rivetting (2 1/2 ins)	
									Straps of Keelsons, Stringer and Tie Plates, double or single rivetted?	
									Planksheer, how secured to the plating of the sides	
									Waterway, planksheer and to the Beams	
									Beams, how secured to the side?	
									or Lower Deck	
									of breasthooks	
									at description of iron is used for the angle iron and plate iron in the vessel?	

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**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.

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.		
N <sup>o</sup> .				Fathoms.	Inches.		N <sup>o</sup> . Weight.
✓	Fore Sails,	Chain .. <u>Admiralty test 18</u> tons	180	1 1/2	Bower	Anchor 6-3-11 Stock 1-2-24	1 8-2-7
One	Fore Top Sails,	Hempen Stream Cable .....	90	6 1/2	Port	Anchor 6-3-11 Stock 1-2-24	1 8-2-10
Suit	Fore Topmast Stay Sails,	Hawser .....	90	5 1/2	Stream,		1 2-3-
7	Main Sails,	Towlines .....	90	4 1/2			
Sails	Main Top Sails,	Warp .....	90	3	Kedge,		1 1-1-21
	and spare sails	All of <u>Good</u> quality.					

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

She has One Life Long Boat and Three others

The present state of the Windlass is known Capstan Winch Good and Rudder Good Pumps Four lead Good

**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	Specially Surveyed while building from 16 <sup>th</sup> April to 12 <sup>th</sup> Nov 1864 in all 29 Visits.
	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	

This vessel has been built under Special Survey as per order 321. Has a full prop. & forecath, and is rigged as a three-masted Schooner, and built as per sketch herewith, see Secretary's letter dated 14<sup>th</sup> April 1864.

The Anchors and Chains have been tested by the Staffordshire Public Wham and Anchor Testing Company, limited, viz. - Bower Anchors, <sup>Anchor 6 cwt 3 qrs 14 lbs</sup> Stocks 1 - 2 - 24 - tested to 10 tons 18 cwt, <sup>Anchor 6 cwt 3 qrs 14 lbs</sup> Stocks 1 - 2 - 24 - tested to 10 tons 18 cwt; 180 fathoms Bower Chain Cable 1 inch tested to 18 tons. Certificates of Anchors dated 27<sup>th</sup> October 1864; and Certificates of Chains dated 10<sup>th</sup> October 1864.

In what manner are the surfaces preserved from oxidation? Portland cement between the frames to upper part of belges; and inside and outside with three coats of Red Lead, and bottoms coated with Pease's composition

Myself of opinion this Vessel should be classed B 1

The amount of the Fee .....£ 3 : " : " is received by me,

Mr. M. G. Special .....£ 14 : 1 : "

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

Committee's Minute 15<sup>th</sup> November 1864

Character assigned B 1

(A & C. P.)

H. J. B. Gold.  
Robt. Lunt & Co.

This vessel appears eligible to the Class Admiralty who 15 Nov 1864

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