

IRON SHIPS.

Rec 15/12/64

3272 Survey held at Glasgow Date 2nd Dec^r 1864
 on the Law S^r "Bajo" Master Julia di Lancirica
 Tonnage Gross 454 Engine Room 119.99 Register 334.58 Built at Glasgow
 When Built 1864 Launched Feb^r 1864 By whom built A. J. Inglis
 Owners Don Francisco Port belonging to Gijon Destined Voyage Gijon
 Surveyed Afloat or in Dry Dock whilst building

Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth from top of Upper Deck	Feet.	Inches.	Beam to top of Floor	Feet.	Inches.	Power of Engines	Horse.
on deck	105	2	27	25			13	05				90	
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	21		21										
Floors, Size of Angle Iron, and No. at bottom of Floor Plate	3 1/2		3 1/2		16ths required per Rule		16ths required per Rule						
depth and thickness of Floor Plate at mid line	10 1/2		10 1/2		70		70						
depth and thickness of Floor Plate at Bilge Keelson	9		70		70		70						
Size of Reversed Angle Iron, and No. at top of Floor Plate	3 1/2		3 1/2		2 1/2		2 1/2						
Frames, Size of Angle Iron, single or double	3 1/2		3 1/2		2 1/2		2 1/2						
Reversed Iron, if to every frame	to the Hold Beams		to the Gunwale										
Beams, Deck (N ^o -) double Angle Iron, Plate, or Bulb Iron	1 1/2		70		0 1/2		70						
double or single Angle Iron, on upper edge	2 1/2		2 1/2		50		2 1/2		70				
average space between	3 feet 0 inch		3 feet 0 inch										
if wood (N ^o -) sided & moulded													
Hold, or Lower Deck (N ^o -) double Angle Iron, Plate, or Bulb Iron	1 1/2		70		0 1/2		70						
double or single Angle Iron, on upper edge	2 1/2		2 1/2		50		2 1/2		70				
average space between	3 feet 0 inch		5 feet 3 inch										
if wood (N ^o -) sided & moulded													
Paddle, wood, sided and moulded, or if Iron, size of Plate													
Engine													
Keelson, single plate, box, or intercostal	28		10		20 1/2		70						
Size of Plates	4		3		10		4		3				
Size of Angle Irons	4		3		10		4		3				
Ditto Bilge (No. -)													
Transoms, material	Iron Plate		or, if none, in what manner compensated for.										
Knight-heads, and Hawse Timbers	Iron Beams												
The Frames or Ribs extend in one length from	Tudde		into Gunwale		rivetted through plates with (3/4 in.) rivets, about (5) apart.								
The reverse angle irons on the floors extend in one length across the middle line from	upper parts of Hold Beams		to Gunwale										
on the frames	from Tudde		into Gunwale										
Keelson, how are the various lengths of plates or angle irons connected?	By lining pieces												
Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets (1 1/2 ins.) diameter averaging (4 1/2 in.) from centre to centre of rivet.													
Edges from Garboards to upper part of bilge, worked carvel with a lining piece (in.) thick, or clencher, double or single rivetted; rivets (3/4 in.) diameter, averaging (3 ins.) from centre to centre of rivets.													
Butts from Keel to turn of bilge, worked carvel with a lining piece (1/2 in.) thick, double or single rivetted; rivets (3/4 in.) diameter, averaging (3 ins.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below?	Yes												
Edges from bilge to sheerstrake, worked carvel with a lining piece (in.) thick, or clencher, double or single rivetted; rivets (3/4 in.) diameter, averaging (3 in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below?	Yes												
Edge of Sheerstrake, double or single rivetted?	Double												
Butts from bilge to planksheers, worked carvel with a lining piece (1/2 in.) thick, double or single rivetted; rivets (3/4 in.) diameter averaging (3 ins.) from centre to centre of rivets. Breadth of laps in double rivetting (5 1/2 in.) Breadth of laps in single rivetting (5 1/2 in.)													
Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted?	Double												
Planksheer, how secured to the plating of the sides	Screw Bolts and Nuts												
Waterway, planksheer and to the Beams	Screw Bolts and Nuts												
Deck Beams, how secured to the side?	Welded knees rivetted to Beams												
Hold or Lower Deck	Data												
Paddle	Data												
No. of breasthooks	Four		crutches Four		how are pointers compensated?		All Stringers and Through						
What description of iron is used for the angle iron and plate iron in the vessel?	Blochman												

IRON 438-0038

3879 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 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? *Yes*
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 in corners of Butts*

Her Masts, Yards, &c., are in *Good (Wood)* condition, and sufficient in size and length.
She has SAILS.

A Single Mast Sails

N^o.
Fore Sails,
Fore Top Sails,
Fore Topmast Stay Sails,
Main Sails,
Main Top Sails,

Tested at Dept. of the Navy
Aug 30 1864
CABLES, &c.
Chain 250 1 3/8
Hempen Stream Cable 90 7 1/2
Hawser 90 5 1/2
Towlines 90 8
Warp 75 3/4
All of *Good* quality.

Tested at Dept. of the Navy
Aug 30 1864
ANCHORS, and their weights.
Bower, 3 10.1.25
Stream, 1 5.0.4
Kedge, 2 3.2.6

Her Standing and Running Rigging *Good* sufficient in size and *Good* in quality.
She has *two* Long Boat and *two* Life Boats
The present state of the Windlass is *new* Capstan *new* and Rudder *new* Pumps *new and efficient*

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 *Built under*
2nd. On the plating during the progress of rivetting *no survey between the*
3rd. When the beams were in and fastened, and before the decks were laid *10th Aug 5 and 2nd Dec*
4th. When the ship was complete, and before the plating was finally coated *1864*
5th. After the ship was launched

Tested with an Intracostal Keelson and Bulb keel to Quito also to Bilge Keelson &c. Double Frames and Reverse Bars in way of Engine and Boiler spaces, a raised Quarter Deck and full Forecastle

The Anchors are scarcely Tested to the requirements of Table 22 and I beg to leave the assigning of the figure 5 for the consideration of the Committee

In what manner are the surfaces preserved from oxidation? *Flat of Bottom with Portland Cement*
sum^r with Red Lead and Patent

I am of opinion this Vessel should be classed *B*.

The amount of the Fee £ 5 : : is received by me,
Special £ 5 : 5 :
Certificate (if required) £ : 5 :
Dec 1864

Committee's Minute *16th Dec 1864*
Character assigned *B*

A. B. Darling
The Hull of this Iron Steamer
appears eligible for B and the
anchors subject to the Committee
consideration

Dec 1864
Lloyd's Register
Foundation