

3910

Rec 13/12/64

Whole family

| | | |
|---|-------|-------|
| Depth from top of Upper Deck Beam to top of Floor | feet. | Inch. |
| | 22 | 11 |

37 depth 21.74)

Ship. $0\frac{1}{2}$ Inches required per Rule. $0\frac{1}{2} \times 3$ Plates in the

| | | |
|-------|----------------|------------|
| 2.5/0 | 0 1/2 x 3 9 05 | Ditto from |
| | | „ from |

| | | |
|-------|-----------------|--|
| 2 1/2 | 0 1/2 x 3 9 x 3 | |
|-------|-----------------|--|

| | |
|----|------|
| 21 | from |
| | o |

| | Inches. | Inches. | 16ths | |
|--------------|----------|----------|----------|------------|
| 16ths. | required | required | required | " Shee |
| ip. In Ship. | perRule. | perRule. | perRule. | Butt Strap |

9/16 5 3 9/16 5 3
0/16 3 1/2 3 0/16 3 1/2 3

| | | | | | |
|-------|----|---|-------|-------|------------|
| 10/16 | 24 | + | 10/16 | 11/16 | Angle Iron |
|-------|----|---|-------|-------|------------|

| | | | | |
|-------|------|---|-------|-------------|
| 10/16 | 12 | + | 10/16 | Stringer on |
| 10/16 | 3/16 | 3 | 10/16 | D |

| | | | |
|-------|------|-------|------------|
| 01/16 | 01/2 | 01/16 | Diagonal T |
| 10/16 | c | 9/16 | Planksheer |

| | | | | |
|------|-------|-------|-------|------------|
| 7200 | 3 1/2 | 3 1/4 | 6 1/6 | Waterway |
| | | | | Flat of Up |

3 ft 6 in

| | | | | |
|-------|---|---|------|-----------|
| 10/16 | 9 | + | 9/16 | Clamps or |
|-------|---|---|------|-----------|

7/0/16 3 1/2 3 1/4 6/16 Stringer P
D

| | | |
|----|------|----------|
| in | 1740 | Stringer |
| | | H |
| | | D |

| | | | | |
|-------|----|---|-------|------------------------------|
| 10/16 | 17 | x | 10/16 | Stringers in Flat of L... |
|-------|----|---|-------|------------------------------|

| | | | | |
|-------|----|---|-------|------------|
| 10/16 | 96 | + | 10/16 | Flat or Lo |
| 10/16 | | | | Main piece |
| 10/16 | | | | |

| | | | | |
|-------|------|---|------|------------|
| 10/16 | 13/2 | 3 | 0/46 | " |
| | | | | (Can the F |

| | Bulkheads | Heig |
|------------|-----------|-------|
| 10 1/2 x 5 | 1 1/2 | 9 1/4 |

ner compensated for.

to Gumwale rivette

length across the middle line from 1

single irons connected? but

~~, double or at upper edge~~

ed clencher, double ~~or~~ single rivet

with butt straps ($10 \times \frac{17}{16}$) thick, do the butt straps lap

with a lining piece () thick, or clenc

Do the butt straps lap over

with butt straps (10, 11, 12) thick

ps in double rivetting (5)

le ~~or single~~ rivetted? *Double*

Explain by sketch
if necessary.

and turned 2/3rds as

16

ms, Keelsons, Tie and Stringer Pl

of the general particulars therein

Surveyor's Signature

2 1001439 00

IRON 430-000

50-3910

Workmanship. Are the lands or laps of the clenchwork in all cases in breadth at least five and a half times the diameter of the rivets, and at least three and a quarter 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 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, butt straps, or plate to plate, &c., conform well to each other? Yes
well and sufficiently countersunk in the outer plate? All through
Are there any rivets which either break into or have been put through the seams or butts of the plating? A few in

Her Masts, Bowsprit, Yards, &c., are in Good condition, and sufficient in size and length. (If they are of Scantlings of Plating, Angle Irons, &c., and further explain by a Sketch showing how the lower Masts and Bowsprit are made of Plates and Angle Irons, mode of rivetting, quality of Materials, and if stamped with Maker's name.)



How main & Mizzen masts of 7/16 plate at wedging tapered single rivetted at edges double do. at butts with 3/4 in. How inside 3 1/2 x 3 x 7/16. Bowsprit 7/16 plate single rivetted four angle bars inside 4 x 3 x 7/16. Fore & main Yards 6/16 plate at cent.

She has SAILS.

CABLES, &c.

ANCHORS, and their

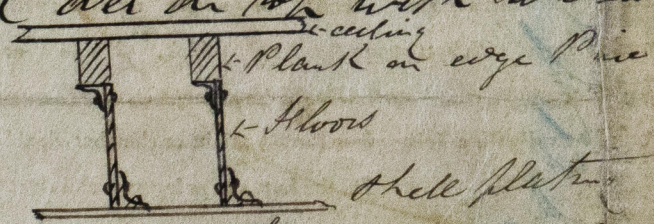
| No. | | | Fathoms. | Inches. | Tested to Tons. | |
|-----|--|---------------------------------------|----------|---------|-----------------|----------------------------------|
| 2 | Fore Sails, | Chain | 300 | 7/16 | 59 7/10 | Bowers, |
| 2 | Fore Top Sails, <u>2 upper</u> | Hempen Stream Cable | 60 | 1 1/16 | | <u>Certificates for the</u> |
| 2 | Fore Topmast Stay Sails, | Hawser | 100 | 5 | | <u>Chain & Bowsprit</u> |
| 2 | Main Sails, | Towlines | 90 | 11 | | <u>at office</u> |
| 2 | Main Top Sails, <u>2 upper</u> | Warp | 100 | 7/16 | | Kedges, <u>2</u> |
| and | <u>others as usual</u> | All of <u>Good</u> quality. | 100 | 4 1/2 | | <u>7.0.0</u> |
| | | | 100 | | | <u>4.0.0</u> |
| | Her Standing and Running Rigging <u>Wire Hemp & Manila</u> | | | | | in quality. |
| | She has <u>Two life boats</u> | Long Boat and <u>Butter & Gie</u> | | | | |
| | The present state of the Windlass is <u>Leak</u> | Capstan <u>Three</u> | | | | Pumps <u>Three of metal good</u> |

| Order for Special Survey | DATES of | 1st. | 2nd. | 3rd. | 4th. | 5th. |
|---------------------------|----------------|--|---|---|---|-----------------------------|
| No. <u>202</u> | Surveys held | On the several parts of the frame, when in place, and before the plating was wrought | On the plating during the progress of rivetting | When the beams were in and fastened, and before the decks were laid | When the ship was complete, and before the plating was finally coated | After the ship was launched |
| Date <u>2nd June 1864</u> | while building | | | | | |
| Order for Ordinary Survey | as per | | | | | |
| No. | Section 18. | | | | | |
| Date | | | | | | |

State if she has a Spar Deck _____ Poop _____ or Forecastle _____

General Remarks, Has a Forecastle with a deck house aft, & in midships, fore as the all the top height. Plating 6/16 ths. single rivetted at edges double at butts with 3/4 in. Beams 7 1/2 x 7/16 built plates double angle iron on top 3 1/2 x 7/16 stringers on ends 2 1/2 x 7/16. Waterways 6 x 11 teak & ght. Plat of deck 3 in. Pine. Costal Keelsons fitted on each side of middle line plates 22 x 10/16 double bars 5 x 4 x 10/16. Double angle iron stringer in length 100 ft. fitted to the reverse bars about 4 ft. below hold beams in body 5 x 4 x 10/16.

Building in flat of hold raised up 9 in. from the top of reverse bars on floors. Planks being fitted upon their edges bolted down to the above bars & planket over on top with a view to reducing the the tonnage

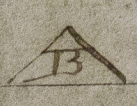


To what manner are the surfaces preserved from oxidation? Inside Plat cemented with Portland cement other parts with
Ditto ditto Outside With three coats of paint

I am of opinion this Vessel should be Classed with this exception she is in my opinion equal to the A grade.
The amount of the Fee £ 5 : 0 : 0 is received by me,
Der WMC Special £ 64 : 12 : 0
Certificate (if required) £ : :
SP Gladstone

Committee's Minute 20th Decr 1864

Character assigned



Genl Comm: Min:
29 Decr 1864
Raised to 17

WMC to have the figure 1
in letter annexed

