

Rec 30/6/66

[illegible]

No. of breasthooks 4 crutches 4

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W. L. Luke

Foundation

IRON 439-0439

4816 Iron

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 in double rivetted edges and butts, 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 deficiencies? See Skiff

Do the fillings between the ribs and plates fill in solid with single pieces? or are they in short lengths of various thicknesses? Long lengths

Do the holes for rivetting plate to frames, butt straps, or plate to plate, &c., conform well to each other? Generally so 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? See Skiff

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

She has SAILS.			CABLES, &c.			ANCHORS, and their weights.		
N ^o .				Fathoms.	Inches.	N ^o .	Weight.	Tested to.
	Fore Sails,		Chain <u>Marked</u>					
	Fore Top Sails,		Hempen Stream Cable	180	1 1/2	Bowers, <u>Marked</u>	144	2 1/2
	Fore Topmast Stay Sails,		Hawser <u>Marked</u>	80	3/4		144	2 1/2
	Main Sails,		Towlines <u>Marked</u>	80	1 1/2	Stream,	157	1 1/4
	Main Top Sails,		Warp	80	3 1/2	Kedges,	110	1 1/8
	and		All of <u>new</u> quality.					
Her Standing and Running Rigging			<u>Complete</u> sufficient in size and			<u>new</u> in quality.		
She has			<u>One</u> Long Boat and			<u>One Skiff</u>		
The present state of the Windlass is			<u>good</u> Capstan <u>One</u> and Rudder <u>Complete</u>			Pumps <u>2</u> Metal <u>good</u>		

Order for Special Survey DATES of 1st. On the several parts of the frame, when in place, and before the plating was wrought

No. 5-62 Surveys held 2nd. On the plating during the progress of rivetting

Date 9 March 1866 while building 3rd. When the beams were in and fastened, and before the decks were laid

Order for Ordinary Survey as per 4th. When the ship was complete, and before the plating was finally coated

No. — Section 18. 5th. After the ship was launched

Date —

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

General Remarks,

This vessel is very similar to the "Hunt" and "Two" nos 9441 & 9970, and classed A. The sheer strake will be seen to be 2 to 3 inches in width than the requirements of the Rules and to which the Builder's attention was called at the time; but it seems to have been made sufficiently wide, and after reduction in the shearing of the hull some of the lance canvas having been left too wide with this exception, the scantlings and arrangements appear to be in accordance with the Rules for the A class.

In what manner are the surfaces preserved from oxidation? Inside Red lead and Portland Cement

Ditto ditto Outside — and Green paint on top

I am of opinion this Vessel should be Classed A.

The amount of the Fee £ 2 : : is received by me, W. Luke

Special £ 9 : 13 : : Certificate (if required) £ : : :

Committee's Minute 3rd July 1866

Character assigned A 1

The only objection that there is to this Vessel's claims for the Class A is from the sheer strake is from 2 to 3 inches too narrow but this is of no consequence from her being a first class vessel.

31 June 1866

H. Moore's Headboard, Votley No 9, Highbridge, North Street