

5338 (Iron) Dec 25/2/67

No. 1012 Survey held at New Castle Date 24th August 1866
on the Sloop "Dorsey" Master Geo. Hallatt
Tonnage under tonnage deck 184.55 Built at New Castle When built 1866 Launched 20th Dec
Ditto of poop or spar deck
Ditto of engine room 251.15 By whom built Messrs Palmer & Co Owners Messrs Geo. Palmer & Co
Total Register tonnage 533.40
Gross Tonnage 184.55 Port belonging to London Destined Voyage Mediterranean
Surveyed while Building, Afloat, or in Dry Dock

[illegible]

We certify that the above is a correct description of the several particulars therein given.

Builder's Signature *John H. Miller* Plumber & C. Surveyor's Signature

IRON 440-0347

Lloyd's Register
Foundation

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, butt straps, 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? No

5338 Lin

Her Standing and Running Rigging Complete sufficient in size and best in quality.

The present state of the Windlass is Complete Capstan Complete and Rudder Complete Pumps Complete - 4 each Pump

State if she has a Spar Deck ✓ Poop ✓ or Forecastle but not in case of

This vessel is somewhat similar to the "Saint Bead"
No. 9955 - Classed A. 1.

The Shearwater is a blade for $3/4$ ^{the} its length for the depth as shown on the other side.

The double bottom extends from within two frames of the fore peak bulkhead, to the same ^{distance} forward of the after peak one which spaces are constructed as wells to receive drainage. The plating on top, Centre line $5/16$ ⁱⁿ and the remainder $5/16$ ⁱⁿ gall. Plate connected to side $7/16$ thick. The engines and boilers are placed in midships well supported under double bottom.

From the construction of the double bottom being nearly $\frac{3}{4}$ the length of keel and part plating of alloy ^{plates} to size. They respectfully to be recommended to the Committee to be made.

In what manner are the surfaces preserved from oxidation? Inside Paint

Ditto ditto Outside Paint

to be marked as such in R. book

I am of opinion this Vessel should be Classed A-1
The amount of the Fee£ 5/- is received by me, C. M.

Special£39: 5: 0
 Certificate (if required)£ : :

Committee's Minute 26th February 1867

Character assigned

66 April 22/6/81

It will be observed that the Outside Station
is $2/16$ thinner than is required by Rules of
B and is 70 less than Old C A grade. The
thinner plate is also $2/16$ thinner than B and
is a less breadth. This is similar to the
St Paul and other vessel already classed as
recommended above.
Feb 25/67