

IRON SHIPS.

Ship held at Sunderland Date 26th Nov^r 1867
 Ship "Poona" Master H. Napier
 Net tonnage deck 1117.21 Built at Sunderland When built 1867 Launched 28th Oct^r 1867
 of poop 81.85 or spar deck
 Ditto of engine room
 Total Register tonnage 1199.06 By whom built Wm. Pile & Co. Owners G. W. Lyser Esq^r
 Gross Tonnage Port belonging to London Destined Voyage Calcutta
 Surveyed while Building, Afloat, or in Dry Dock Whilst 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.	N ^o . of Decks
216			34	11		22					Two
Dimensions of Ship per Register, length <u>223.5</u> breadth <u>34.9</u> depth <u>21.8</u>											
Keel, if bar iron, depth and thickness	Inches in Ship.		Inches required per Rule.								
" if plate iron, breadth and thickness	9 1/2 x 2 3/4		8 1/2 x 3								
Stem, if bar iron, moulding and thickness	9 1/2 x 2 3/4		8 1/2 x 3								
" if plate iron, breadth and thickness	9 1/2 x 2 3/4		8 1/2 x 3								
Stern-post, if bar iron, moulding and thickness	9 1/2 x 2 3/4		8 1/2 x 3								
" if plate iron, breadth and thickness	9 1/2 x 2 3/4		8 1/2 x 3								
Distance of Frames from moulding edge to moulding edge, all fore and aft	24 in.		24 in.								
Frames, Size of Angle Iron, single & double	4 4 9 5 3 9		to top of Hold beam Stringer AI								
" Reversed Iron, if to every frame	to every alternate frame		to Gunwale								
Floors, depth and thickness of Floor Plate at mid line	24 10		23 10								
" Ditto ditto at Bilge Keelson	9 10		10								
" Size of Reversed Angle Iron, and No. 2 at top of Floor Plate	3 1/2 3 8 3 1/2 3 8										
Beams, Deck (N ^o . 53) double Angle Iron, Plate, Tee, or Bulb Iron	8 1/2 9		8 1/2 9								
" double or single Angle Iron, on upper edge	3 1/4 3 1/4 6 3 1/4 3 1/4 6		every alternate frame								
" average space between	every alternate frame										
" Hold, or Lower Deck (N ^o . 51) double Angle, Tee, Plate, or Bulb Iron	8 1/2 9		8 1/2 9								
" double or single Angle Iron, on upper edge	3 1/4 3 1/4 6 3 1/4 3 1/4 6		every alternate frame								
" average space between	every alternate frame										
Paddle, sided and moulded, thickness of Plate size of Angle Iron											
Engine single plate on top of floors	16 13		15 13								
Keelson, single or double plate, box or intercostal	10 feet long		5 4 1/2 9 5 4 1/2 9								
" Size of Plates double top & bottom	5 4 1/2 9 5 4 1/2 9										
" Size of Angle Irons	5 4 1/2 9 5 4 1/2 9										
Side, single or double plate box or intercostal	5 4 1/2 9 5 4 1/2 9										
Bilge (No. one) at each Bilge, single, or double, plate, or box AI.	5 4 1/2 9 5 4 1/2 9										
Transoms, material <u>Iron</u> or, if none, in what manner compensated for.											
Knight-heads, and Hawse <u>Blocks</u> <u>Seam</u>											
The Frames extend in one length from <u>Middle line</u> to <u>Gunwale</u>											
The reverse angle irons on the floors extend in one length <u>across</u> the middle line <u>from to top of Hold beam Stringer angle iron</u>											
<u>On every</u> on the frame <u>from and to Gunwale on every alternate frame</u>											
Keelson, how are the various lengths of plates or angle irons connected? <u>With Butt Straps</u>											
Plates, Garboard, double <u>with 1 1/2 rivets</u> rivetted to keel, double <u>at upper edge, with rivets (7/8 ins.) diameter, averaging (3 1/2 in.) apart.</u>											
" Edges from Garboards to upper part of bilge, worked clench, double <u>or single</u> rivetted; with rivets (7/8 in.) diameter, averaging (3 1/2 ins.) apart.											
" Butts from Keel to turn of bilge, worked carvel with butt straps (<u>12 x 13</u> thick, double <u>or single</u> rivetted; with rivets (7/8 in.) diameter, averaging (3 1/2 ins.) apart.											
Do the butt straps lap over and rivet through the lands of the strake below? <u>No</u>											
" Edges from bilge to sheerstrake, worked carvel with a lining piece (<u>1/2</u> thick, or clench, double <u>or single</u> rivetted; with rivets (7/8 in.) diameter, averaging (3 1/2 in.) apart.											
Do the butt straps lap over and rivet through the lands of the strake below? <u>No</u>											
" Edges of Sheerstrake, double <u>or single</u> rivetted? At upper edge <u>and</u> At lower edge <u>double</u>											
" Butts from bilge to planksheers, worked carvel with butt straps (<u>10, 11 x 12</u> thick, double <u>or single</u> rivetted; with rivets (7/8 in.) diameter, averaging (3 1/2 ins.) apart. Breadth of laps in double rivetting (<u>5 to 5 1/2</u>) Breadth of laps in single rivetting (<u>—</u>)											
Butt Straps of Keelsons, Stringer and Tie Plates, double <u>or single</u> rivetted? <u>throughout</u>											
Planksheer, how secured to the plating of the sides <u>Explain by sketch</u>											
Waterway " " planksheer and to the Beams <u>if necessary.</u> <u>Cutter Gunwale</u>											
Deck Beams, how secured to the side? <u>Turned down ends, rivetted to main frames & Stringer plates</u>											
Hold or Lower Deck ditto <u>Turned down ends, rivetted to main frames & Stringer plates</u>											
Paddle " " No. of breasthooks <u>five</u> crutches <u>four</u>											
What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.? <u>Angles & Beams by Palmer & Co., & the plates by Whittham & Son.</u>											
Manufacturer's name or trade mark											
We certify that the above is a correct description of the several particulars therein given.											
Builder's Signature <u>Wm. Pile & Co.</u> Surveyor's Signature <u>James Gibson</u>											

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 where single rivetting is admitted?
rivetted edges and butts, and at least three and a quarter times the diameter of the rivets where single rivetting is admitted?
Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of?
Do the fillings between the ribs and plates fill in solid with single pieces? or are they in short lengths of various thicknesses? Solid
Do the holes for rivetting plate to frames, butt straps, or plate to plate, &c., conform well to each other? Yes and are 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 very few

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.

The Lower Mast is of wood; the fore & main lower masts, Bowsprit, the lower Yards, & the lower Topsail Yards are all of Iron (please see sketch attached).

The testing certificates of Anchors & Chain cables have been produced, issued from the Sunderland public testing machine & signed by W. John Thompson

She has SAILS.		CABLES, &c., tested at <u>Sunderland</u>				ANCHORS, tested at <u>Sunderland</u>			
No.		No. on Chain seen by me.	No. and date on Certificate	Fathoms.	Inches.	Tested to Tons.	No.	No. on Anchor seen by me.	No. and date on Certificate
Fore Sails,	Chain	1516 4/15/22	1516 24/9/67	150	1 13/16	59 1/2	Bowers	3	3033 29/9/67
Fore Top Sails,	Hemp	1522 2/2		150	1 13/16	59 1/2		3041 1/10/67	31.0.0
Fore Topmast Stay Sails,	Stream Cable			90	8			3042 2/10/67	27.0.9.2
Main Sails,	Hawser			60	1 1/16		Stream	1	
Main Top Sails,	Towlines			90	11				12.3.7
	Warp			90	6		Kedges	2	
				90	3				6.0.7
									3.0.18

Her Standing and Running Rigging Wire and Hemp sufficient in size and good in quality. Memo Cert 4/12/19
She has 2 life boats Long Boat and 1 Cutter, 1 Brig and 1 Tug
The present state of the Windlass is firm Capstan & 28° and Rudder & Pump metal & good

Order for Special Survey No. 1968 Date May 24/67 while building
Order for Ordinary Survey No. 1968 Date May 24/67 as per Section 18.
1st. On the several parts of the frame, when in place, and when the vessel was brought Built under
2nd. On the plating during the progress of rivetting Special Survey
3rd. When the beams were in and fastened from May 20/67
4th. When the ship was complete, and when the vessel was finally coated to the present date
5th. After the ship was launched

State if she has a Spar Deck No or Forecastle Yes

She has a Poop & top gallant fore-castle, the Poop is constructed in a rounded form at the gunwale, with beams of plain angle iron of the size required in Table C for main frames; the fore-castle beams are of bulb-iron, with turned down ends and double angle iron on the upper edge, & rivetted to the frames & stringer plates.

There are two water-tight bulkheads fitted, one at each end of the vessel, the foremost or Collision Bulkhead extends to the upper deck, with two water-tight doors fitted between decks; the after one extends up to lower deck beams.

The Sheer Strake is an outside strake with lining pieces in wake of the butts, extending in one piece from the fore side of the frame next above the butts, to the aft side of the frame next above the butts, as recommended in the rules Section 8. The spindle of the windlass is in one piece, with Leak Body & lined in the usual manner with french oak.

In what manner are the surfaces preserved from oxidation? Inside red-lead above
Ditto ditto Outside Portland Cement to upper part of bilges, and Red lead & Tallow

I am of opinion this Vessel should be Classed + AI

The amount of the Fee £ 5 is received by me,

Special £ 59 19: "

Certificate (if required) £ " : " : "

Committee's Minute 2nd December 18 by James Libun

Character assigned A

