

Rev 23/2/68
March 18 68.

Length aloft	205	-	Extreme Breadth	30	2	Depth from top of Upper Deck Beam to top of Floor	17	11 1/2	Power of Engines	120	Nº. of Decks	One			
Dimensions of Ship per Register, length 207.1 breadth 30.15 depth 17.75															
<table border="1"> <tr> <td>Inches. In Ship</td> <td>16ths. In Ship</td> <td>Inches. required per Rule</td> <td>16ths. required per Rule</td> </tr> </table>												Inches. In Ship	16ths. In Ship	Inches. required per Rule	16ths. required per Rule
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Knights-heads, and Hawse Timbers along „ size of vertical angle irons $2\frac{3}{4} \times 2\frac{3}{4} \times \frac{5}{8}$ and their distance apart 30 ins
The Frames extend in one length from middle line to Gunnwale rivetted through plates with ($\frac{3}{4}$ in.) rivets, about (6) apart.
The reverse angle irons on the floors extend in one length ^{near} ~~across~~ the middle line ~~from~~ to hold beams to stringer angle iron on every frame
„ „ „ ~~on the frames~~ „ „ „ ~~from~~ and to Gunnwale on alternate frames

Plates, Garboard, double ~~or~~ rivetted to keel, double ~~or~~ at upper edge, with rivets ($\frac{3}{4}$ ins.) diameter, averaging (3 in.) apart.

Edges from Garboards to upper part of bilge worked cleacher, double ~~or single~~ rivetted : with rivets ($\frac{3}{4}$ in.) diameter, averaging (3 ins.) apart.

Butts from Keel to turn of bilge, marked channel with butt straps (9x10 $\frac{1}{2}$ " thick double^x or single rivetted: with rivets (3/4" in) diameter

„ Butts from Keel to turn of bidge, worked carvel with butt straps ($\frac{16}{16}$) thick, double ~~or single~~ riveted, with rivets ($\frac{3}{4}$ in.) diameter,

Do the butt straps lap over and rivet through the lands of the strake below: yes on alternate strakes

„ Edges from bilge to sheerstrake, worked ~~carvel with a lining piece () thick, or~~ clencher, double ~~or single~~ rivetted; with rivets ($\frac{3}{4}$ in.) diameter.

averaging (3 in.) apart. Do the butt straps lap over and rivet through the lands of the strake below? Yes on alternate strakes

„ Edges of Sheerstrake, double ~~or single~~ rivetted At upper edge, & double rivetted At lower edge _____

.. Butts from bilge to planksheers, worked carvel with butt straps (7.8 & 9) thick, double ~~or single~~ rivetted; with rivets (3/4 in.) diameter,

averaging ($\frac{3}{8}$ ins) apart. Breadth of laps in double rivetting ($1\frac{1}{2}$ - $1\frac{1}{2}$) Breadth of laps in single rivetting (———)

Bottom Straps of Keelcase, Stringer and Tie Plates: 1 1/2" x 1 1/2" x 12' 11" x 12' 11" x 12' 11"

Butt Straps or Keelsons, Stringer and Tie Plates, double or ~~single~~ rivelled? double transverse

Planksheel, now secured to the plating of the sides

Waterway plankheel and to the Bottom

Explain by sketch

Gutter Gunwale

Deck Beams how secured to the side? *Nailed & bolted to frames & splicing plates*

Deck Beams, now secured to the side. *Install 6 down ends, inserted to quarter & staggered from*

Hold on Lamin Deck plate. *2nd* *3rd* *4th* *5th* *6th* *7th* *8th* *9th* *10th* *11th* *12th* *13th* *14th* *15th* *16th* *17th* *18th* *19th* *20th* *21st* *22nd* *23rd* *24th* *25th* *26th* *27th* *28th* *29th* *30th* *31st* *32nd* *33rd* *34th* *35th* *36th* *37th* *38th* *39th* *40th* *41st* *42nd* *43rd* *44th* *45th* *46th* *47th* *48th* *49th* *50th* *51st* *52nd* *53rd* *54th* *55th* *56th* *57th* *58th* *59th* *60th* *61st* *62nd* *63rd* *64th* *65th* *66th* *67th* *68th* *69th* *70th* *71st* *72nd* *73rd* *74th* *75th* *76th* *77th* *78th* *79th* *80th* *81st* *82nd* *83rd* *84th* *85th* *86th* *87th* *88th* *89th* *90th* *91st* *92nd* *93rd* *94th* *95th* *96th* *97th* *98th* *99th* *100th* *101st* *102nd* *103rd* *104th* *105th* *106th* *107th* *108th* *109th* *110th* *111th* *112th* *113th* *114th* *115th* *116th* *117th* *118th* *119th* *120th* *121st* *122nd* *123rd* *124th* *125th* *126th* *127th* *128th* *129th* *130th* *131st* *132nd* *133rd* *134th* *135th* *136th* *137th* *138th* *139th* *140th* *141st* *142nd* *143rd* *144th* *145th* *146th* *147th* *148th* *149th* *150th* *151st* *152nd* *153rd* *154th* *155th* *156th* *157th* *158th* *159th* *160th* *161st* *162nd* *163rd* *164th* *165th* *166th* *167th* *168th* *169th* *170th* *171st* *172nd* *173rd* *174th* *175th* *176th* *177th* *178th* *179th* *180th* *181st* *182nd* *183rd* *184th* *185th* *186th* *187th* *188th* *189th* *190th* *191st* *192nd* *193rd* *194th* *195th* *196th* *197th* *198th* *199th* *200th* *201st* *202nd* *203rd* *204th* *205th* *206th* *207th* *208th* *209th* *210th* *211st* *212nd* *213rd* *214th* *215th* *216th* *217th* *218th* *219th* *220th* *221st* *222nd* *223rd* *224th* *225th* *226th* *227th* *228th* *229th* *230th* *231st* *232nd* *233rd* *234th* *235th* *236th* *237th* *238th* *239th* *240th* *241st* *242nd* *243rd* *244th* *245th* *246th* *247th* *248th* *249th* *250th* *251st* *252nd* *253rd* *254th* *255th* *256th* *257th* *258th* *259th* *260th* *261st* *262nd* *263rd* *264th* *265th* *266th* *267th* *268th* *269th* *270th* *271st* *272nd* *273rd* *274th* *275th* *276th* *277th* *278th* *279th* *280th* *281st* *282nd* *283rd* *284th* *285th* *286th* *287th* *288th* *289th* *290th* *291st* *292nd* *293rd* *294th* *295th* *296th* *297th* *298th* *299th* *300th* *301st* *302nd* *303rd* *304th* *305th* *306th* *307th* *308th* *309th* *310th* *311st* *312nd* *313rd* *314th* *315th* *316th* *317th* *318th* *319th* *320th* *321st* *322nd* *323rd* *324th* *325th* *326th* *327th* *328th* *329th* *330th* *331st* *332nd* *333rd* *334th* *335th* *336th* *337th* *338th* *339th* *340th* *341st* *342nd* *343rd* *344th* *345th* *346th* *347th* *348th* *349th* *350th* *351st* *352nd* *353rd* *354th* *355th* *356th* *357th* *358th* *359th* *360th* *361st* *362nd* *363rd* *364th* *365th* *366th* *367th* *368th* *369th* *370th* *371st* *372nd* *373rd* *374th* *375th* *376th* *377th* *378th* *379th* *380th* *381st* *382nd* *383rd* *384th* *385th* *386th* *387th* *388th* *389th* *390th* *391st* *392nd* *393rd* *394th* *395th* *396th* *397th* *398th* *399th* *400th* *401st* *402nd* *403rd* *404th* *405th* *406th* *407th* *408th* *409th* *410th* *411st* *412nd* *413rd* *414th* *415th* *416th* *417th*

Hold or Lower Deck into	No. of Breasthooks	Sp.:	crutches	Sp.:
Pushed down ends, inverted to form a winged shape				

[illegible]

What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.? Plating, Keelsons, main plates

Manufacturer's name or trade mark *Iron Comp.: Angles & Beams by Hopkins, Jellie & Co.*

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

Builder's Signature *W. L. Co* Surveyor's Signature *James Brown*

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IRON 442-009

1804

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? Yes
Do the fillings between the ribs and plates fill in solid with single pieces? or are they in short lengths of various thicknesses? Solid, with single piece
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? they are
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 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.	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	N ^o .	Weight. Ex. Stock.	Test as per Certificate.	W't req'd per Rule.	Test req'd per Rule.
Fore Sails,	Chain	270	1 1/2	40 1/2	1 1/16	40 1/2	Rodgers' Pat. Bowers	1	18.1.26	19.8.3.0	18.2.0	19.8.8.0
Fore Top Sails,							Hotman's Pat.	1	18.1.0	19.4.1.4	18.2.0	19.4.1.4
Fore Topmast Stay Sails	Hempen Stream Cable	75	7 1/2				Stream	1	16.0.0	17.7.2.0	15.1.6	17.7.2.0
Main Sails,	Hawser <u>Chain</u>	75	1 in									
Main Top Sails,	Towlines	80	10 in									
	Warp	75	7 1/2									
	All of <u>Good</u> quality.	75	5 1/2				Kedges	2	4.1.21			
									2.0.14			

Her Standing and Running Rigging Wire & Hemp sufficient in size and Good in quality.

She has Two Long Boat and Two Quarter boats & One Dingy

The present state of the Windlass is firm Capstan winches and Rudder & Pumps 4 in. metal & good
x Brown & Harfield's Patent 8.4

Order for Special Survey DATES of 1st. On the several parts of the frame, when in place, and before the plating was wrought Built under
No. 2080 Surveys held 2nd. On the plating during the progress of rivetting Special Survey
Date Decem 16 while building 3rd. When the beams were in and fastened, and before the decks were laid from
Order for Ordinary Survey as per 4th. When the ship was complete, and before the plating was finally coated 1867 to the
No. 1 Section 18. 5th. After the ship was launched present date
Date 1867

State if she has a Spar Deck No Poop Yes or Forecastle Yes

General Remarks,

This Vessel has a ballast Tank, at the after end about 54 ft long, and one at the fore end about 27 ft long. Constructed in the usual manner as for double bottoms, made water-tight round the frame angles, with angle iron collars, and to compensate for the reverse bars being cut through at the upper side of the Tanks. Brackets, are fitted between the frames, formed of Angle iron, & rivetted to the outside plating & the top of the Tanks.

The Main Sheerstrake is increased in thickness $\frac{3}{16}$ of an inch amidships for three-fourths the length of the ship, in accordance with the rules Section 16, for Vessels exceeding 11 times their depth, in length; The Sheerstrake is an outside strake, & the butts of exceeding 11 times their depth, in length; The Sheerstrake is an outside strake, & the butts of from the Forecastle to the Poop, are fitted with lining pieces extended in one length, from the fore side of the frame next above the butts, to the aft-side of the frame next-above to: as recommended in Section 8

A Bilge Keel is fitted at the upper turn of Bilges, about 90 feet long, amidships, formed of Bulb plate $7\frac{1}{2} \times \frac{1}{16}$ thick, between double angle irons $3 \times 3 \times \frac{1}{16}$.

A Sketch of the disposition of the outside plating is sent herewith, in which it will be seen that an error has been made in disposing of the butts of the strake next the Garboard strake, there being but one space of frames between the butts of the strakes marked A & B on the sketch; I wrote the Builder respecting this matter when he stated, that he would compensate for the error, by increasing the thickness of the butts of the A strake, $\frac{3}{16}$ of an inch & treble rivet them, rather than incur the expense of their removal.

The Vessel has a side Keelson of double angle iron, & a bulb plate between the angles forming the Bilge Keelson, in addition to the requirements of the rules, & is double rivetted throughout

In what manner are the surfaces preserved from oxidation? Inside Portland Cement to upper turn of bilges & red-lead above

Ditto

ditto

Outside 2 Coats of red-lead, & 1 Coat of Lewis & C^o Patent Composition

I am of opinion this Vessel should be Classed A I

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

Special £ 38 : 1 : :
Certificate (if required) £ : : : :

Committee's Minute 24 March 1868

Character assigned say B 1 A 00

James Sibson

James Sibson
In my opinion this Son
built, Green Steamer, is
eligible for Classification
as recommended above.
The Committee have approved
this 24/6/68