

30860

Nov. 24/70

1RCN 446 - 0153

7924 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? Yes
Do the fillings between the ribs and plates fill in solid with single pieces? or are they in short lengths of various thicknesses? None
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? Very few and in butts only.

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.)

Fore Main and Mizzen Masts and Bowsprit of iron two plates in the round 4 1/2 x 5 1/2
Thick the fore and main have four stiffeners in each Mizzen Mast and Bowsprit have
composed of angle irons 3 x 3 x 5/8. The three lower yards are also of iron two plates in the round
fore and main 5/8 at slings 3/4 at yard arms. Cross-jack yards 5/8 at slings 3/4 at yard arms
and the two former have three stiffeners in each of 2 1/2 x 3 x 5/8. The whole are
edges and the butts are part double and part triple riveted. Rivets in landings
She has SAILS. Edges and the butts are part double and part triple riveted. Rivets in landings
CABLES, &c. ANCHORS, and their weights. Report on 22/6

		Fathoms.	Inches.	Tested to Tons.		No.	Weight.	Tested to Tons.
Fore Sails,	Chain <u>Reed's</u> <u>5/8 x 3/4</u>	150	1 1/2	5 1/2	Bowers,	1	4495	27.3.22
Fore Top Sails,	Hempen Stream Cable <u>5/8 x 3/4</u>	150	1 1/2	5 1/2	19"	1	4320	27.3.14
Fore Topmast Stay Sails,	Hawser	90	1 1/2	5 1/2	13"	1	4507	23.0.21
Main Sails,	Towlines	90	1 1/2	5 1/2	Stream, including stock	11	3.22	
Main Top Sails,	Warp	90	1 1/2	5 1/2	Kedge	ditto	5.2.24	
	All of <u>Good</u> quality.				Kedges,	ditto	2.3.22	

Her Standing and Running Rigging of Fine and Hemp sufficient in size and Good in quality.

She has one Long Boat and three others

The present state of the Windlass is Good. Capstan one and Rudder Good. Pumps two of iron Redpath and Bell's
Emerson and Walker's patent 1 of iron None in fore compartment

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

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

General Remarks,

This Vessel is well built and is fitted with a full Pop and Foremast
the beams of the former are of angle irons 4 1/2 x 3 1/2 x 5/8. The breast beam being
double, fore and aft. Beams of butt iron 7 1/2 x 3 1/2 with double angle irons on upper
edges of 3 1/2 x 2 1/2 x 5/8 flat of decks of Santy's 5/8 3 in thick outside plating
to each 5/8 thick full. The poop plating rounded at the sides.
The whole of the Floor Plates were made in two lengths have double
butt straps. An intermediate keelson is fitted between the main and
bilge-keelsons composed of double angle irons 5 1/2 x 4 1/2 x 5/8 back to back
and extending from fore mast to Mizzen Mast. The waterway
on the lower deck is an iron gutter.

And in all other respects she is built in accordance
with the Rules and Table C for 800 tons under deck and
"A" grade.

2. In what manner are the surfaces preserved from oxidation? Inside Portland Cement and Paint
Ditto ditto Outside Red Lead and Perro's Composition

I am of opinion this Vessel should be Classed A1

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

Special £ 45 : 8 : -

Certificate (if required) £

Committee's Minute 17th May 1890

Character assigned A1

I am of opinion this sailing ship
built of iron is eligible for Classification
as recommended above. The Committee
will please observe that the plating
plating is of 5/8 inch thickness, which
by Circular No. 40 dated 26/10/89 is
to have an average thickness of 5/8 inch
April 20/90