

8864 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? Well fitted

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

Do the holes for rivetting plate to frames, butt straps, or plate to plate, &c., conform well to each other? Yes generally 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? A few 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.

The Fore & Main Masts & Bowsprit are of Iron in two plates 3/16, treated with thick. Edges double rivetted, Butts treble rivetted, except near the ends which are double, Soulling Plate at Heaves. 2 1/2 diameter.

N ^o .	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'ght req'd per Rule.	Test req'd per Rule.
2	Fore Sails,	Chain	270	1 7/16	37-4-00	17/16	37 3/16	Bowers	3	18-0-08	17-2-1-14	18-0-0	18-0-0
2	Fore Top Sails,	WTC B 3 1/2						WTC B 3 1/2		18-0-14	17-2-0-21	18-1-0	18-1-0
2	Fore Topmast Stay Sails	35-69 1246 } Signed John Harbidge Superintendent						Signed John Harbidge Superintendent		18-1-20	16-18-3-0	15-1-6	16-1-20
1	Main Sails,	Hempen Stream Cable						Stream	1	8-0-77			
2	Main Top Sails,	Hawser ... 4 Nam.	60	1 3/16		13		Kedges	2	4-0-14			
		Towlines	90	7/8		14				2-0-10			
		Warp	90	4									
	and some other parts	All of <u>best</u> quality.											

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

She has 1 Long Boat and 1 Staff & Grog

The present state of the Windlass is Eng. 1st 1st Capstan 2 1st 1st and Rudder hard Pumps 2 of Metal 1st

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 21st 87

No. 2252 Surveys held 2nd. On the plating during the progress of rivetting Carried 1849 Nov 30 Dec 31 1840 20 22 70 Jan 4 7

Date 13 Jan 1/70 while building 3rd. When the beams were in and fastened, and before the decks were laid 1847 19 21 24 26 28 31 Feb 4 11 15 17 21 23 25

Order for Ordinary Survey as per 4th. When the ship was complete, and before the plating was finally coated 28 29 30 31 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31

No. --- Section 18. 5th. After the ship was launched 11-20-22-25 May 3-5 19 June 13 Aug 8 24 Oct 20 Dec 1 11 14 17 21 23 25

Date --- State if she has a Spar Deck No (Half Poop about 37 ft long) or Forecastle Wooden Forecastle or Anchor Stk

General Remarks,

This vessel when commenced was intended to have been built under the old Rules, and was part-plated when the Committee's Circular dated Jan 6, 1870, No 248 was issued, allowing to reduction in the outside Plating, and the Builders took advantage of the reduction allowed in the plating not then on the Ship. Viz. the Harbour Shutes, Sheerstrakes & Topriders, 11 Plates of the Sheerstrakes being a little thin were allowed to remain by treble rivetting the Butts &c. See the Secretary's letter of March 12th 1870. All the Edges of outside plating are double rivetted except two edges below the Sheerstrake which are single. The reduced thickness of part of the outside plating will prevent the Committee from giving her the Asterisk.

In what manner are the surfaces preserved from oxidation? Inside Red Paint & Cement in Cotton

Ditto ditto Outside Red Paint

I am of opinion this Vessel should be Classed A1

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

Special £ 25 : 19 : : Johnhouse Martindale

Certificate (if required) £ : : : : Johnhouse Martindale

Committee's Minute 31st March 1871

Character assigned A1 without asterisk A & C

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I have examined this Vessel and am of opinion that she complies with the Rules and that she may be classed A1 without the Asterisk. - 30/1/71