

# IRON SHIPS.

Dec 27/11/72

No. 2547 Survey held at Aden Date, First Survey Feb 29 1872 Last Survey Jan 2 1872

On the Iron Steamer S.S. "Pamoa" Master J. Gibson

Tonnage under Tonnage Deck <u>958.05</u>	ONE, OR TWO DECKED, SPAR, OR AWNING-DECKED VESSELS.	THREE DECKED VESSELS.	Built at <u>Aden</u>
Ditto of Third Spar, or Awning Deck. <u>425</u>	Half moulded breadth <u>15</u>	Half Moulded Breadth <u>15</u>	When built <u>1872</u> Launched <u>27 Sept 1872</u>
Ditto of Poop, or Raised Q. Dk. <u>16.93</u>	Depth from upper part of Keel to top of Upper Deck Beams <u>16.93</u>	Total Depth of three or more Decks <u>16.93</u>	By whom built <u>James Hall, Russell &amp; Co.</u>
Ditto of Houses on Deck <u>16.93</u>	Girth of Half Midship Frame (as per Rule) <u>30.08</u>	Total Girth of Half Midship Frame <u>30.08</u>	Owners <u>J. Gibson</u>
Ditto of Forecastle	1st Number <u>15</u> Length <u>35.53</u>	2nd Number <u>15</u> Length <u>35.53</u>	Port belonging to <u>Aden</u>
Gross Tonnage <u>1374.98</u>	2nd Number <u>15</u> Length <u>35.53</u>	4th Number <u>15</u> Length <u>35.53</u>	Destined Voyage <u>Hong Kong</u>
Crew Space, as per Rule <u>42.26</u>	2nd Number <u>15</u> Length <u>35.53</u>	4th Number <u>15</u> Length <u>35.53</u>	Is Surveyed while Building, Afloat, or in Dry Dock. <u>Under special Survey</u>
Register Tonnage, as a Steamer, cut on Beam <u>459.99</u>	2nd Number <u>15</u> Length <u>35.53</u>	4th Number <u>15</u> Length <u>35.53</u>	
Register Tonnage, as a Steamer, cut on Beam <u>452.73</u>	2nd Number <u>15</u> Length <u>35.53</u>	4th Number <u>15</u> Length <u>35.53</u>	

Length on deck as per Rule <u>258.45</u>	Feet. <u>258</u> Inches. <u>45</u>	Moulded Breadth, <u>37</u>	Feet. <u>37</u> Inches. <u>0</u>	Depths from top of Floors to Upper and Main Deck Beams, as per Rule <u>18.95</u>	Feet. <u>18</u> Inches. <u>95</u>	Power of Engines, <u>130</u>	Horse. <u>130</u>	Nº. of Decks with flat laid <u>4</u>	Nº. of Tiers of Beams <u>Three</u>
Dimensions of Ship per Register, length <u>259</u> breadth <u>37.15</u> depth <u>18.95</u>									
Keel, if bar iron, depth and thickness <u>2 1/2 x 3/4</u>	Inches in Ship. <u>2 1/2</u>	Inches required per Rule. <u>3/4</u>	Plates in Garboard Strakes, breadth and thickness <u>30 1/2 x 1/16</u>	Inches in Ship. <u>30 1/2</u>	Inches required per Rule. <u>1/16</u>	Plates in Garboard to upper part of Bilges <u>30 1/2 x 1/16</u>	Inches in Ship. <u>30 1/2</u>	Inches required per Rule. <u>1/16</u>	Do. of doubling at Bilge, or increased thickness, and length applied <u>12 ft. x 1/16</u>
Do. if centre through plate, depth and thickness <u>2 1/2 x 3/4</u>	Inches in Ship. <u>2 1/2</u>	Inches required per Rule. <u>3/4</u>	Do. of doubling at Bilge, or increased thickness, and length applied <u>12 ft. x 1/16</u>	Inches in Ship. <u>30 1/2</u>	Inches required per Rule. <u>1/16</u>	Do. fin up. part of Bilge to l. edge of Sh'rstrake <u>30 1/2 x 1/16</u>	Inches in Ship. <u>30 1/2</u>	Inches required per Rule. <u>1/16</u>	Do. Main Sheerstrake, breadth and thickness <u>32 1/2 x 1/16</u>
Stem-post for Rudder do. do. <u>2 1/2 x 3/4</u>	Inches in Ship. <u>2 1/2</u>	Inches required per Rule. <u>3/4</u>	Do. Main Sheerstrake, breadth and thickness <u>32 1/2 x 1/16</u>	Inches in Ship. <u>32 1/2</u>	Inches required per Rule. <u>1/16</u>	Do. of doubling at Sh'rstrake, & length applied <u>12 ft. x 1/16</u>	Inches in Ship. <u>32 1/2</u>	Inches required per Rule. <u>1/16</u>	Do. from Mn. to Up. or Spar Dk. Sh'rstrake <u>32 1/2 x 1/16</u>
Stem-post for Propeller do. do. <u>2 1/2 x 3/4</u>	Inches in Ship. <u>2 1/2</u>	Inches required per Rule. <u>3/4</u>	Do. from Mn. to Up. or Spar Dk. Sh'rstrake <u>32 1/2 x 1/16</u>	Inches in Ship. <u>32 1/2</u>	Inches required per Rule. <u>1/16</u>	Do. Up. or Spar Dk. Sh'rstrake, breadth & thickness <u>32 1/2 x 1/16</u>	Inches in Ship. <u>32 1/2</u>	Inches required per Rule. <u>1/16</u>	Butt Straps to outside plating, breadth & thickness <u>3 1/2 x 1/16</u>
Distance of Frames from moulding edge to moulding edge, all fore and aft <u>23</u>	Inches in Ship. <u>23</u>	Inches required per Rule. <u>23</u>	Butt Straps to outside plating, breadth & thickness <u>3 1/2 x 1/16</u>	Inches in Ship. <u>3 1/2</u>	Inches required per Rule. <u>1/16</u>	Lengths of Plating <u>2 ft. x 1/16</u>	Inches in Ship. <u>2</u>	Inches required per Rule. <u>1/16</u>	Shifts of Plating, and Stringers <u>2 ft. x 1/16</u>
Frames, size of Angle Iron, for 1/2 length amidships <u>4 x 3</u>	Inches in Ship. <u>4</u>	Inches required per Rule. <u>3</u>	Shifts of Plating, and Stringers <u>2 ft. x 1/16</u>	Inches in Ship. <u>4</u>	Inches required per Rule. <u>3</u>	Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness <u>3 1/2 x 1/16</u>	Inches in Ship. <u>3 1/2</u>	Inches required per Rule. <u>1/16</u>	Angle Iron on ditto <u>3 1/2 x 1/16</u>
Do. for 1/2 at each end <u>4 x 3</u>	Inches in Ship. <u>4</u>	Inches required per Rule. <u>3</u>	Angle Iron on ditto <u>3 1/2 x 1/16</u>	Inches in Ship. <u>3 1/2</u>	Inches required per Rule. <u>1/16</u>	Tie Plates (fore and aft), outside Hatchways <u>9 1/2 x 1/16</u>	Inches in Ship. <u>9 1/2</u>	Inches required per Rule. <u>1/16</u>	Diagonal Tie Plates on Beams (No. of Pairs) <u>11</u>
Reversed Frames, size of Angle Iron <u>4 x 3</u>	Inches in Ship. <u>4</u>	Inches required per Rule. <u>3</u>	Tie Plates (fore and aft), outside Hatchways <u>9 1/2 x 1/16</u>	Inches in Ship. <u>9 1/2</u>	Inches required per Rule. <u>1/16</u>	Planksheer material and scantling <u>4 1/2 x 12</u>	Inches in Ship. <u>4 1/2</u>	Inches required per Rule. <u>12</u>	Waterways do. do. <u>2 1/4</u>
Floors, depth and thickness of Floor Plate at mid line for half the length amidships <u>18 1/2 x 9/16</u>	Inches in Ship. <u>18 1/2</u>	Inches required per Rule. <u>9/16</u>	Planksheer material and scantling <u>4 1/2 x 12</u>	Inches in Ship. <u>4 1/2</u>	Inches required per Rule. <u>12</u>	Flat of Upper Deck do. do. <u>2 1/4</u>	Inches in Ship. <u>2 1/4</u>	Inches required per Rule. <u>2 1/4</u>	How fastened to Beams <u>4 1/2 x 12</u>
Do. at the ends <u>18 1/2 x 9/16</u>	Inches in Ship. <u>18 1/2</u>	Inches required per Rule. <u>9/16</u>	Flat of Upper Deck do. do. <u>2 1/4</u>	Inches in Ship. <u>2 1/4</u>	Inches required per Rule. <u>2 1/4</u>	Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness <u>4 1/2 x 12</u>	Inches in Ship. <u>4 1/2</u>	Inches required per Rule. <u>12</u>	(Is the Stringer Plate attached to the outside plating?) <u>Yes</u>
Do. do. do. at Bilge Keelson <u>18 1/2 x 9/16</u>	Inches in Ship. <u>18 1/2</u>	Inches required per Rule. <u>9/16</u>	Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness <u>4 1/2 x 12</u>	Inches in Ship. <u>4 1/2</u>	Inches required per Rule. <u>12</u>	Angle Irons on ditto (No. <u>One</u> ) <u>5 1/2 x 3/16</u>	Inches in Ship. <u>5 1/2</u>	Inches required per Rule. <u>3/16</u>	Tie Plates, outside Hatchways <u>11</u>
Do. height extended at the Bilges <u>18 1/2 x 9/16</u>	Inches in Ship. <u>18 1/2</u>	Inches required per Rule. <u>9/16</u>	Angle Irons on ditto (No. <u>One</u> ) <u>5 1/2 x 3/16</u>	Inches in Ship. <u>5 1/2</u>	Inches required per Rule. <u>3/16</u>	Diagonal Tie Plates on Beams (No. of pairs) <u>11</u>	Inches in Ship. <u>11</u>	Inches required per Rule. <u>11</u>	Waterways materials and scantlings <u>2 1/4</u>
Beams, Upper, Spar, or Awning Deck (No. <u>single or double</u> ) <u>5 x 3 1/2</u>	Inches in Ship. <u>5</u>	Inches required per Rule. <u>3 1/2</u>	Diagonal Tie Plates on Beams (No. of pairs) <u>11</u>	Inches in Ship. <u>11</u>	Inches required per Rule. <u>11</u>	Flat of Middle Deck do. do. <u>2 1/4</u>	Inches in Ship. <u>2 1/4</u>	Inches required per Rule. <u>2 1/4</u>	How fastened to Beams <u>4 1/2 x 12</u>
single or double Angle Iron, Plate or Tee Bulb Iron <u>5 x 3 1/2</u>	Inches in Ship. <u>5</u>	Inches required per Rule. <u>3 1/2</u>	Flat of Middle Deck do. do. <u>2 1/4</u>	Inches in Ship. <u>2 1/4</u>	Inches required per Rule. <u>2 1/4</u>	Stringer Plates on ends of Lower Deck, Hold or Orlop Beams <u>29 1/2 x 9/16</u>	Inches in Ship. <u>29 1/2</u>	Inches required per Rule. <u>9/16</u>	(Is the Stringer Plate attached to the outside plating?) <u>Yes</u>
Single or double Angle Iron on Upper edge <u>5 x 3 1/2</u>	Inches in Ship. <u>5</u>	Inches required per Rule. <u>3 1/2</u>	Stringer Plates on ends of Lower Deck, Hold or Orlop Beams <u>29 1/2 x 9/16</u>	Inches in Ship. <u>29 1/2</u>	Inches required per Rule. <u>9/16</u>	Angle Irons on ditto (No. <u>Two</u> ) <u>5 1/2 x 3/16</u>	Inches in Ship. <u>5 1/2</u>	Inches required per Rule. <u>3/16</u>	Stringer or Tie Plates, outside Hatchways <u>11</u>
Average space <u>3.10</u>	Inches in Ship. <u>3.10</u>	Inches required per Rule. <u>3.10</u>	Angle Irons on ditto (No. <u>Two</u> ) <u>5 1/2 x 3/16</u>	Inches in Ship. <u>5 1/2</u>	Inches required per Rule. <u>3/16</u>	Flat of Lower Deck <u>2 1/4</u>	Inches in Ship. <u>2 1/4</u>	Inches required per Rule. <u>2 1/4</u>	Ceiling between Decks, thickness and material <u>2 1/2</u>
Beams, Main or Middle Deck (No. <u>single</u> ) <u>4 1/2 x 1/16</u>	Inches in Ship. <u>4 1/2</u>	Inches required per Rule. <u>1/16</u>	Flat of Lower Deck <u>2 1/4</u>	Inches in Ship. <u>2 1/4</u>	Inches required per Rule. <u>2 1/4</u>	Do. in hold do. do. <u>2 1/2</u>	Inches in Ship. <u>2 1/2</u>	Inches required per Rule. <u>2 1/2</u>	Main piece of Rudder, diameter at head <u>5 1/2</u>
or double Angle Iron, Plate or Tee Bulb Iron <u>4 1/2 x 1/16</u>	Inches in Ship. <u>4 1/2</u>	Inches required per Rule. <u>1/16</u>	Do. in hold do. do. <u>2 1/2</u>	Inches in Ship. <u>2 1/2</u>	Inches required per Rule. <u>2 1/2</u>	Do. do. at heel <u>3</u>	Inches in Ship. <u>3</u>	Inches required per Rule. <u>3</u>	(Can the Rudder be unshipped afloat?) <u>Yes</u>
Single, or double Angle Iron, on Upper Edge <u>4 1/2 x 1/16</u>	Inches in Ship. <u>4 1/2</u>	Inches required per Rule. <u>1/16</u>	Do. do. at heel <u>3</u>	Inches in Ship. <u>3</u>	Inches required per Rule. <u>3</u>	Bulkheads No. <u>4</u> Thickness of <u>1/16</u>	Inches in Ship. <u>1/16</u>	Inches required per Rule. <u>1/16</u>	Do. Height up <u>18 in. Deck</u>
Average space <u>3.10</u>	Inches in Ship. <u>3.10</u>	Inches required per Rule. <u>3.10</u>	Bulkheads No. <u>4</u> Thickness of <u>1/16</u>	Inches in Ship. <u>1/16</u>	Inches required per Rule. <u>1/16</u>	Do. How secured to the sides of the ship <u>between two frames</u>	Inches in Ship. <u>18</u>	Inches required per Rule. <u>18</u>	Do. Size of Vertical Angle Irons, <u>2 1/2 x 1/16</u> and their distance apart, <u>36 in.</u>
Keelson Centre line, single or double plate, box, or Intercoastal, size of Plates <u>14 x 1/16</u>	Inches in Ship. <u>14</u>	Inches required per Rule. <u>1/16</u>	Do. How secured to the sides of the ship <u>between two frames</u>	Inches in Ship. <u>18</u>	Inches required per Rule. <u>18</u>	Do. Are the outside Plates doubled two spaces of Frames in length? <u>Yes</u>	Inches in Ship. <u>36</u>	Inches required per Rule. <u>36</u>	
Do. Bulb Plate to Intercoastal Keelson <u>14 x 1/16</u>	Inches in Ship. <u>14</u>	Inches required per Rule. <u>1/16</u>	Do. Are the outside Plates doubled two spaces of Frames in length? <u>Yes</u>	Inches in Ship. <u>36</u>	Inches required per Rule. <u>36</u>				
Do. Size of Angle Irons <u>5 x 3 1/2</u>	Inches in Ship. <u>5</u>	Inches required per Rule. <u>3 1/2</u>							
Do. Side Intercoastal Keelson, size of Plates <u>14 x 1/16</u>	Inches in Ship. <u>14</u>	Inches required per Rule. <u>1/16</u>							
Do. Angle Irons on tops of Floors <u>5 x 3 1/2</u>	Inches in Ship. <u>5</u>	Inches required per Rule. <u>3 1/2</u>							
Do. Bilge Keelson, Bulb Iron <u>5 x 3 1/2</u>	Inches in Ship. <u>5</u>	Inches required per Rule. <u>3 1/2</u>							
Do. do. Intercoastal plates riveted to plating for length <u>5 x 3 1/2</u>	Inches in Ship. <u>5</u>	Inches required per Rule. <u>3 1/2</u>							
Do. do. Angle Irons <u>5 x 3 1/2</u>	Inches in Ship. <u>5</u>	Inches required per Rule. <u>3 1/2</u>							
Side Stringers (No. <u>Two</u> ) size of Angle Irons <u>5 x 3 1/2</u>	Inches in Ship. <u>5</u>	Inches required per Rule. <u>3 1/2</u>							
Do. Intercoastal plates riveted to plating for length <u>5 x 3 1/2</u>	Inches in Ship. <u>5</u>	Inches required per Rule. <u>3 1/2</u>							
Transoms, material <u>com. plating</u> , if none, in what manner compensated for.									
Knight-heads <u>Plating</u> Hawse Timbers <u>and frames</u>									
Windlass <u>Barfield's Patent</u> Pall Bitt <u>Red</u>									
The Frames extend in one length from <u>Red</u> to <u>Gunnings</u>									
The Reverse Angle Irons on the floors and frames extend <u>across</u> the middle line <u>from Red to Gunnings</u>									
Keelsons. Are the various lengths of Plates and Angle Irons properly connected? <u>Yes</u> And are their butts properly shifted? <u>Yes</u>									
Plates, Garboard, double or <u>Riveted to Keel, double or</u> at upper edge, with Rivets <u>3/4 in.</u> diameter, averaging <u>5.5 in.</u> from centre to centre.									
Do. Edges from Garboards to upper part of Bilge, worked Clencher, double or single Riveted; with Rivets <u>3/4 in.</u> diameter, averaging <u>5 in.</u> from centre to centre.									
Do. Butts from Keel to turn of Bilge, worked carvel with butt straps to strakes <u>3/4 in.</u> thick, double or single Riveted; with Rivets <u>3/4 in.</u> diameter averaging <u>5.5 in.</u> from centre to centre. Do the Butt Straps lay over and Rivet through the lands of the strakes above or below? <u>No</u>									
Do. of <u>Three</u> Strakes at Bilge for <u>Half</u> length, treble riveted with Butt Straps <u>1/16</u> thicker than their plates.									
Do. Edges from bilge to Main Sheerstrake, worked carvel with a lining piece ( <u>1/16</u> ) thick, or clencher, double or single riveted; with rivets <u>3/4 in.</u> diameter, averaging <u>5 in.</u> from centre to centre.									
Do. Edges of Sheerstrake, Main, double or single Riveted. Upper, double or single Riveted. At upper edge <u>Single</u> At lower edge <u>Double</u>									
Do. Butts from Bilge to Main Sheerstrake, worked Carvel with Butt Straps <u>3/4 in.</u> thick, double or single Riveted; with Rivets <u>3/4 in.</u> diameter, averaging <u>5 in.</u> from centre to centre.									
Do. Butts of Main Sheerstrake, double or treble Riveted. Butts of Upper or Spar Sheerstrake, and Upper Deck Stringer Plate, double or treble Riveted <u>for</u> length amidships. Breadth of laps of plating in double Riveting <u>4 1/2</u> Breadth of laps of plating in single Riveting <u>2 1/4</u>									
Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? <u>Double and treble riveted</u>									
Planksheer, how secured to the plating of the sides. Waterway, how secured to the planksheer and to the Beams. (Explain by Sketch, if necessary.) <u>Double and treble riveted</u>									
Beams of the various Decks, how secured to the sides <u>Double and treble riveted</u> No. of Breasthooks, <u>Four</u> Crutches, <u>Four</u>									
What description of Iron is used for the Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c. <u>Double and treble riveted</u>									
Manufacturer's name or trade mark, <u>Hopkins &amp; Richardson Plating</u>									
We certify that the above is a correct description of the several particulars therein given.									
Builder's Signature, <u>James Hall, Russell &amp; Co.</u> Surveyor's Signature, <u>J. W. Riddle</u>									

IRON 452-0349



Workmanship. Are the butts of plating planed or otherwise fitted? All planed  
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 riveting 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 plate and punched from the faying surfaces? Yes  
Are there any rivets which either break into or have been put through the seams or butts of the plating? None in running of Butts

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 riveting, quality of Materials, and if stamped with Maker's name.

State also Length and Diameter of Lower Masts and Bowsprit Masts & Bowsprit are formed of 1/2" plates of 1/2" thick  
lands single clincher. Butts double clincher riveted. Main Mast 59.5 ft. 1/2" diam.  
Main Mast 30.5 ft. 1/2" diam. 13 1/2" at Deck 20"

Number for equipment		Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	N <sup>o</sup> .	Weight. Ex. Stock.	Test as per Certificate.	Wt. req'd per Rule.	Test req'd per Rule.
N <sup>o</sup> .	SAILS.	CABLES, &c.										
	Fore Sails,	Chain .....	300	1 1/2	1 1/2	1 1/2	Bowers ....	3	24.0.74	23.19.2.21	23.2.0	23 1/2
	Fore Top Sails,	(State Machine where Tested, and name of Superintendent).					(State Machine where Tested, and name of Superintendent).					
	Fore Topmast Stay Sails	Hempen Stream Cable	100	1 1/2			Stream ....	7	10.0.3		10.0.0	
	Main Sails,	Hawser .....	90	10	10		Kedges ....	2	5.0.21		5.0.0	
	Main Top Sails,	Towlines ....	30	8	9 1/2							
		Warp .....	90	4	6							
		All of good quality.	90	5								

Her Standing and Running Riggings Good sufficient in size and good in quality. She has one Long Boat and three other boats.  
The present state of the Windlass is Good Capstan Good and Rudder Good Pumps 3<sup>rd</sup> 6<sup>th</sup> efficient

Engine Room Skylights.—How constructed? Strong iron frame How secured in ordinary weather? Latched to iron frame  
What arrangements are there for deadlights in such for bad weather? Glass Bulbs are fitted in top of skylight

Coal Bunker Openings.—How constructed? Cast iron How are lids secured? Half turn with screw How high above deck? 18 inches  
Scuppers, &c.—What arrangements are there beyond the scuppers on deck, for clearing upper deck of water, in case of a sea coming on board? Two discharge ports and three scuppers on each side

Cargo Hatchways.—How formed? Iron Channel riveted beams State size Fore Hatch 50x12  
If of extraordinary size, state how framed and secured? Medium size Aft Hatch 16x9

What arrangement for shifting beams? None  
Hatches, themselves, whether strong and efficient? Yes Main Hatchways.—State size 15.5x5.0

Order for Special Survey No. 336 DATES of 1st. On the several parts of the frame, when in place, and before the plating was wrought Built under  
Date 10 Jan 1872 Surveys held 2nd. On the plating during the progress of riveting Special survey from the  
Order for Ordinary Survey No. 1 while building 3rd. When the beams were in and fastened, and before the decks were laid 25 Feb 1872 under  
Date 10 Jan 1872 as per 4th. When the ship was complete, and before the plating was finally coated or cemented the 5th 1872  
No. 184 in builder's yard. Section 18. 5th. After the ship was launched and equipped

General Remarks, As Compensation for the proportions of the vessel. The  
Main Sheer stake is increased 3/8" for 3/4". The upper Deck  
stainer plate is increased in thickness 1/8" for 3/8", and a Bulk  
Bar 1/2x1/8" is placed between and riveted to double Angle Bars to  
Bilge keelson for 3/8", and two stakes of plating at Bilge are 1/8" of an  
inch thicker than prescribed in table 1/8" for half length amid-  
ship; and the butt straps of gunwale plates, sheer stake, and  
of three stakes of plating round the Bilges are 1/8" thicker  
than the plates they connect, and are double riveted  
Every frame is extended to height of Coving Deck all fore  
and aft.  
Length of Water Ballast Tanks 11.5

State if one, two or three decked vessel, or if spar or gunning decked, and lengths of poop, forecabin or raised quarter deck, or of double or part double bottom

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

I am of opinion this Vessel should be Classed GOAL

The amount of the Entry Fee .....£ 5 : 0 : 0 is received by me,

Special .....£ 2 : 11 : 0  
Certificate .... Grates

(Travelling Expenses) (if any) £ None

Committee's Minute 12<sup>th</sup> Nov 1872

Character assigned GOAL

Approved  
12<sup>th</sup> Nov 1872

Approved  
12<sup>th</sup> Nov 1872



Workmanship. Are the butts of plating planed or otherwise fitted? All planed

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 riveting 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 plate and punched from the faying surfaces? Yes

Are there any rivets which either break into or have been put through the seams or butts of the plating? None in seams of Butts

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 riveting, quality of Materials, and if stamped with Maker's name.

State also Length and Diameter of Lower Masts and Bowsprit

Main Mast 30.5 feet at Head 13 1/2 at Deck 20 1/2  
Fore Mast 29.5 feet at Head 13 1/2 at Deck 20 1/2  
Bowsprit 10.729 feet

Tested by Robert Bence at  
Low Water August 18<sup>th</sup> 1872

Tested by Robert Bence at  
Low Water August 18<sup>th</sup> 1872

No.	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	No.	Weight.	Test as per Certificate.	Wght req'd per Rule.	Test req'd per Rule.
1	Fore Sails,	Chain .....	300	2 1/2	4 1/2	1 1/2	4 1/2	Bowers ....	3	24.0.14	23.19.2.21	23.2.0	23 1/2
2	Fore Top Sails,	(State Machine where Tested, and name of Superintendent).						(State Machine where Tested, and name of Superintendent).					
3	Fore Topmast Stay Sails,	Hempen Stream Cable	100	1 1/2				Stream ....	7	10.0.4		10.0.0	
4	Main Sails,	Hawser .....	90	1 1/2		10		Kedges ....	2	5.0.21		5.0.0	
5	Main Top Sails,	Towlines ....	90	1 1/2		9 1/2							
6		Warp .....	90	1 1/2		6							
7		All of good quality.	90	1 1/2									

Her Standing and Running Riggings Good sufficient in size and good in quality. She has 20 Long Boats and three other boats.

The present state of the Windlass is Good Capstan Good and Rudder Good Pumps 3<sup>rd</sup> efficient

Engine Room Skylights.—How constructed? Strong wood frame How secured in ordinary weather? Locked to iron frames

What arrangements are there for deadlights in such for bad weather? Glass Bulbs are fitted in top of skylight.

Coal Bunker Openings.—How constructed? Cast iron frame How are lids secured? By iron pins How high above deck? 18 inches

Scuppers, &c.—What arrangements are there beyond the scuppers on deck, for clearing upper deck of water, in case of a sea coming on board? Two discharge ports and three scuppers on each side.

Cargo Hatchways.—How formed? Iron frames riveted to beams State size Fore Hatch 5.5 x 4.2

If of extraordinary size, state how framed and secured? Medium size Aft Hatch 11.5 x 9.0

What arrangement for shifting beams? None

Hatches, themselves, whether strong and efficient? Yes Main Hatchways.—State size 15.5 x 5.0

Order for Special Survey No. 336 DATES of 1st. On the several parts of the frame, when in place, and before the plating was wrought Built under

Date 30<sup>th</sup> Jan 1872 Surveys held 2nd. On the plating during the progress of riveting Special survey from the

Order for Ordinary Survey No. 1 while building 3rd. When the beams were in and fastened, and before the decks were laid 29<sup>th</sup> Dec 1871

Date 1<sup>st</sup> Feb 1872 as per 4th. When the ship was complete, and before the plating was finally coated or cemented 1<sup>st</sup> Feb 1872

No. 284 in builder's yard. Section 18. 5th. After the ship was launched and equipped

General Remarks, As Compensation for the proportions of this one cost

Main Sheer stake is increased 3/16 in 3/4. The will be

stern plate is increased in thickness 1/16 for

Bar 4 1/2 x 1/16 is placed between and riveted to

Bilge keelson for 3/16, and two stakes of plating at

each thicker than prescribed in table for

ships; and the butt straps of gunwale plates

of three stakes of plating round the Bilges are

than the plates they connect, and are treble riv.

Every frame is extended to height of Curning Deck at

and aft.

Length of Water Ballast Tanks 11.5



State if one, two or three decked vessel, or if spar or gunning decked, and lengths of poop, forecabin or raised quarter deck, or of double or part double bottom

In what manner are the surfaces preserved from oxidation? Inside Painted Outside Painted

I am of opinion this Vessel should be Classed QO-A-1

The amount of the Entry Fee .....£ 5 : 0 : 0 is received by me,

Special .....£ 4 : 11 : 0

Certificate .... Grates

(Travelling Expenses)

(if any) £ None

Committee's Minute 12<sup>th</sup> Nov 1872

Character assigned QO-A-1

None

None

None

None

None

None

None