

1856

Re. 21 Oct

Deck Beam

$\frac{1}{2}$  an Inch

Builder's Signature.

IRON 431-0064

498 Iron

**Workmanship.** Are the lands or laps of the clenchwork in all cases sufficiently wide to take the rivets and support the strain on them? *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 all solid with sliver pieces, or are they in short lengths? *Parallel where required*  
Do the holes for rivetting plate to lining piece, or plate to plate, &c., answer well to each other? *Yes where required* 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? *none seen*  
Was the plating caulked internally in the wake of the frames or ribs? *No*

Her Masts, Yards, &c., are in *good* condition, and sufficient in size and length.

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.	
N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .	C or L
<i>One full Suit</i>	Fore Sails,	220	Chain .....	1 5/16	3	Bowen each 14-0-0
	Fore Top Sails,	90	<del>Hemp</del> Stream Cable .....	7/8	1	Stream, 6-0-0
	Fore Topmast Stay Sails,	30		3/4	1	Kedge, 2-0-0
	Main Sails,	90	Hawser .....	6		
	Main Top Sails,	90	Towlines .....	4		
and			Warp .....	3 1/2		
			All of <i>good</i> quality.			

Her Standing and Running Rigging *is* sufficient in size and *good* in quality.

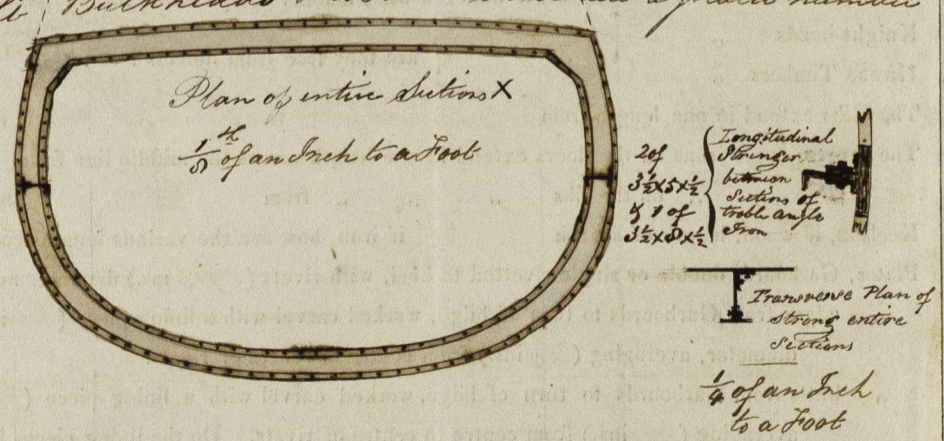
She has *a* Long Boat and *a Life and Solly Boat*

The present state of the Windlass is *good* Capstan *and* Rudder *and* Pumps *good*  
*The Rudder is at the fore side of the stern and below the shaft deep 4 ft. broad 8 ft.*

GENERAL REMARKS.

Statement and date of repairs; extent of corrosion (if any) both internally and externally; and condition of rivets.

*She has three Water tight Bulkheads entire, of 3/16 to 3/8 Plates stiffened by Angle Iron 4x3x3/8. and three strong entire sections in the main Body of the ship made of Plate Iron 15" deep with double angle Iron at top edge 3x3 1/2, and attached to the sides of the ship and to the Deck forming a continuous section of great transverse strength, and at near 7 feet below the Deck, a stinger of double angle iron has been introduced connected to these sections, home to the ribs, to which it is connected at every Rib with reversed angle iron, and two Hold Beams have been added, the strength here mentioned occupies a length of 76 feet and the stingers are rivetted at their extremities to the perfect water tight Bulkheads these are to substitute a greater number of Hold Beams*



In what manner are the surfaces preserved from oxidation? *Two coats of Red Lead inside & outside also two coats of Harbors Patent Paint and Red Lead at the bottom.*

I am of opinion this Vessel should be Classed *A 1*

The Amount of the Fee.....£ *5* : - : - is received by me.

Special .....£ *11* : *19* : *6*

Certificate (if required) .....£ - - -

Committee's Minute *21<sup>st</sup> Oct 1853*

Character assigned *A 1* *1853*