

87
CHILD

Rec 21/7/82

S	Horse. No 10
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874 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? *in short lengths*
 Do the holes for rivetting plate to lining piece, or plate to plate, &c., answer 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? *yes*
 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 ^o .		Fathoms.		Inches.	N ^o .		
2	Fore Sails,	120	Chain		2	Bower,	<i>cut 9 1/2 14</i>
2	Fore Top Sails,		Hempen Stream Cable		—	Stream,	<i>5 3 13</i>
1	Fore Topmast Stay Sails,	90	Hawser	8 1/4	1	Kedge,	<i>1 0 16</i>
1	Main Sails,		Towlines				
—	Main Top Sails,		Warp				
and <i>will found in other sails</i>			All of <i>Good</i> quality.				

Her Standing and Running Rigging *is all new* sufficient in size and *Good* in quality.

She has *one jolly* Long Boat and

The present state of the Windlass is *Good* Capstan — and Rudder *Good* Pumps *2 Cast Iron*

GENERAL REMARKS.

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

This Vessel was built for a Screw Lighter to go out to Melbourne the Screw Propellers and shaft have been removed and the space fitted with wood and made tight

In what manner are the surfaces preserved from oxidation?

Inside with two coats of Red Lead. Outside with two coats of Red Lead, and from lead line upwards one coat of Black. Bottom one coat Peacock's Paint

I am of opinion this Vessel should be Classed *A1 for River purposes.*

The Amount of the Fee.....£ 1 : — : is received by me,

John J. Linton

Special£ 2 : 2 :

Certificate ☒ required)£ — : 2 : 6

Committee's Minute *21st September 1853*

Character assigned *A1*



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Foundation

for River purposes only