

888 Iron

Workmanship. Are the lands or laps of the clenwork 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 yes*
 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? *scarcely any*
 Was the plating caulked internally in the wake of the frames or ribs? *yes*

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,	350	Chain	2	3 Bower, <i>Blowers Patent</i> 40-1-19 - 35-1-20
2	Fore Top Sails,	90	Hempen Stream Cable	10	1 Stream, 40-3-0 - 20-1-10
2	Fore Topmast Stay Sails,	90	Hawser	8	2 Kedge, 7-2-5 - 2-2-20
2	Main Sails,		Towlines		
2	Main Top Sails,	90	Warp	7	
and <i>well found in other Sails</i>			All of <u>Good</u> quality.		

Her Standing and Running Rigging are sufficient in size and Good in quality.

She has one Long Boat and three others

The present state of the Windlass is Good Capstan Good and Rudder Good Pumps Good

GENERAL REMARKS.

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

on the deck beams, on each side of the Hatchways there is an iron Plate 5 x 5/8 extending from the fore to the after part of the ship. And also two diagonal iron Plates of the same dimensions, on each side, extending from near the masts to near the sides of the Vessel.

There is a Bulkhead long for forward, extending from the keel up to the upper Deck, of 5/8 plates half way up, and 3/4 plates the remainder, stiffened with half round iron of 3 x 5/8; to secure the Bows - Also a Bulkhead in Midships extending up to the lower Deck, of 3/8 plates, stiffened as above. And one Bulkhead placed half way between Midships and aft also extending to the lower Deck, and strengthened with half round iron, same as the other two - This ship is of a fine Model and has been built with Great care and attention, under special survey - Both the materials and workmanship are very Good.

In what manner are the surfaces preserved from oxidation? By red Lead

I am of opinion this Vessel should be Classed A 1

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

Oct 19 Special£ 68: 13: - } Paid
 Certificate (if required)£ - } *vide letter 17/10/53*

Committee's Minute 19th October 1853

Character assigned A 1 *Amey & Sons*



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Blowers Patent