

987 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? *Good*
 Do the fillings between the ribs and plates fill in all solid with sliver pieces, or are they in short lengths? *Solid pieces.*
 Do the holes for rivetting plate to lining piece, or plate to plate, &c., answer well to each other? *well* and are the rivet holes well and sufficiently countersunk in the outer plate? *well*
 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? *not usual.*

She has six Bulkheads up to the height of Middle Deck secured to double Angle Iron at the sides of Vessel. The Plates are 3/8 and 1/2 thick Lower Plate 1/2 in. and Stiffed by Convex iron bars 1 1/2 thick by 3 in broad, and 2 feet apart.

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 .			
<i>Single Suit of Sails</i>	Fore Sails,	270	Chain	1 1/2	3	Bower,	26" 1" 0	Royal
	Fore Top Sails,	75	Hawser Chain	1	1	Stream,	26" 1" 0	Pat ⁿ
	Fore Topmast Stay Sails,	80	Hempen Stream Cable	1	1	Kedge,	25" 0" 0	
	Main Sails,	80	Hawser	7	1		5" 2" 0	
	Main Top Sails,	80	Towlines	6			2" 0" 6	
and <i>well found</i>			Warp					
Galvanized Wire			All of <i>best</i> quality.					

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

She has *a Safety* Long Boat and *two Gigs & jolly Boats*

The present state of the Windlass is *efficiently* Capstan *Patent* and Rudder *5 in diam* Pumps *efficiently*
double Winches *Brown & Harfield's* *efficient* but cannot unstow it without removing the shaft

GENERAL REMARKS.

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

The Specification of this Vessel was submitted for approval and the Committees suggestions with reference to the Angle Iron for Keelson, also with regard to the size of Chains & Weights of Anchors (as per Letter of 31st August last) have been carried out? as vide references. -

Is fitted with "Beattie's Propeller" outside the Propeller frame, the ends of Plating for its support are all treble rivetted, and there is a thwartship or Transom Plate to every Rib above. - Has two flush laged decks with three tiers of Beams. -

Specially Survey'd Per Order No. 1591 for G. S. 1.

In what manner are the surfaces preserved from oxidation? *By Red lead and other Paint*
As the last Iron Ship Reported (No. 6396) By reason of the deteriorations from the Rules I do not feel justified in classing any class.
 I am of opinion this Vessel should be classed _____

The amount of the Fee£ 5 : - : is received by me,
 Special£ 47 : 10 :
 Certificate (required)£ - : - :

Samuel Penny.

Committee's Minute *20th March 1856*

Character assigned *A 1 for 14 Years*

Genl Committee Minute 17th April 1856

Classing confirmed

Build of Iron
LD
M.C.

we have to record our approval of the Committee's decision for the 6th of May 1856

The frames that were damaged previously to this date by the Chairman & Robertson were repaired by J. W. & M. J. 11/1/56

