



**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?  
 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?  
 Are there any rivets which either break into or have been put through the seams or butts of the plating?  
 Was the plating caulked internally in the wake of the frames or ribs?

Her Masts, Yards, &c., are in \_\_\_\_\_ 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> .	Weight.
<i>two</i>	Fore Sails,	Chain .....		3	<i>good &amp; sufficient</i>
<i>sails</i>	Fore Top Sails,	Hempen Stream Cable .....		1	
	Fore Topmast Stay Sails,	Hawser .....		2	
	Main Sails,	Towlines .....	<i>good &amp; sufficient</i>		
	Main Top Sails,	Warp .....			
and		All of _____ quality.			

Her Standing and Running Rigging *good* sufficient in size and *good* in quality.  
 She has *one Long Boat* ~~Dory Boat~~ and *two others good & sufficient*  
 The present state of the Windlass is *good* Capstan *good* and Rudder *good* Pumps *good & sufficient*

**General Remarks, Statement and Date of Repairs, extent of corrosion (if any) both internally and externally, and condition of rivets.**

- DATES of Surveys held while building, as per Section 17.
- 1st. On the several parts of the frame, when in place, and before the plating was wrought \_\_\_\_\_
  - 2nd. On the plating during the progress of rivetting \_\_\_\_\_
  - 3rd. When the beams were in and fastened, and before the decks were laid \_\_\_\_\_
  - 4th. When the ship was complete, and before the plating was finally coated \_\_\_\_\_
  - 5th. After the ship was launched \_\_\_\_\_

*" This vessel was built expressly for the conveyance of Coals She has a double bottom and both water tight from the Fore to the After Bulkheads, intended for water ballast. She has three water tight Bulkheads up to the upper Deck Beams. "*

*Repairs now done. — Some of rivets in Bottom plating renewed also one new Boiler. The outer surface of Bottom plating scraped and payed with one coat of Paint, composed of black lead and black varnish.*

*This Report shows her scantling compared with one of the 9 A grade, and those in Red Ink their slight deficiencies for that grade.*

*This vessel is single rivetted throughout, and also the Deck is fastened with short screw bolts from the lower part, for more particulars see first Entry Report. She is a strong ship in other respects, and in our opinion eligible for the Class recommended below.*

In what manner are the surfaces preserved from oxidation?

I am of opinion this Vessel should be classed 9 A 1.  
 The amount of the Fee .....£ 1 : — is received by me,  
 Special .....£ 1 : 1 : —  
 Certificate (if required) .....£ : 5 : —

*H. Boulds*

Committee's Minute 22<sup>nd</sup> July 1856

Character assigned 1 for 6 Years  
*Special for Repairs, Charge } 1-1-0*

