

1184 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? *Solid*
 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? *Some*
 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 .	cwt. qrs lbs	
	Fore Sails,	270	Chain	1 1/2	3	Bower,	19. 2. 8
<i>one</i>	Fore Top Sails,	50	" Stream	1 1/2	1	Stream,	18. 2. 5
<i>complete</i>	Fore Topmast Stay Sails,	75	Hempen Stream Cable	8 1/2	2	Kedge,	6. 1. -
<i>Suit</i>	Main Sails,	75	Hawser	6 1/2			3. 2. 9
	Main Top Sails,	75	Towlines	5			2. 3. 10
			Warp				
	and		All of <i>Good</i> quality.				

Her ^{Rigging is wise} Standing and Running Rigging *Hemp* sufficient in size and *Good* in quality.

She has *one* Long Boat and *Cutter and Pinnace*

The present state of the ^{with patent purchase} Windlass is *Good* Capstan ^{winches, good} *Iron double* and Rudder *Good* Pumps *Four lead*

GENERAL REMARKS.

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

Laid on in January 1856, launched 24th June 1856. Officially surveyed in accordance with Secretary's instructions dated 11 April 1856. This vessel has been built expressly for the timber trade, in consequence of which there are no watertight bulkheads, as required by the Rules for Iron Ships, section 12. The Angle-iron frames and plating are heavy for the 12 Years grade. Laps or edges of plating double rivetted from keel to upper part of bilges or water line; all the butt straps and lower edge of sheerstrakes double rivetted. Workmanship and materials good; ground tackle and furnishings complete and of the best description. Testing Certificates of Chain Cables produced.

*Frames and plating being heavy, with extra double rivetting of laps, we have respectfully to submit her claims for *9 A**

In what manner are the surfaces preserved from oxidation? *With one coat grey oxide of zinc inside, two coats of Red lead outside, and one coat of Peacocks composition on bottom*

We are ~~I am~~ of opinion this Vessel should be Classed *"9 A."*

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

Special£ 28 : 4 : "

Certificate (if required)£ " : " : "

Committee's Minute *18th July 1856*

Character assigned

John R. Cummins
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John R. Cummins
 with the exception of the entire want of Bulkheads I see no objection to the class *9 A* being assigned
 15 July 1856

