

1483 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? *By By*
 Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies?
 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? *By* and are the rivet holes well and sufficiently countersunk in the outer plate? *By*
 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 . Weight.
<i>One</i>	Fore Sails,	<i>Strain of 13 tons</i>		Bower, <i>Patent</i>	<i>2 2.1.9</i>
<i>Complete</i>	Fore Top Sails,	Chain	150 7/8	Stream, <i>do</i>	<i>1 2.2.9</i>
<i>Suit</i>	Fore Topmast Stay Sails,	Hempen Stream Cable	70 5	Kedge, <i>do</i>	<i>1 1.0.2 1/4</i>
	Main Sails,	Hawser	130 4		
	Main Top Sails,	Towlines	100 3/4		
	and <i>other requisite</i>	Warp	20 1/4		
		All of <i>Good</i> quality.			

Her Standing and Running Rigging *Complete* sufficient in size and *Good* in quality.

She has *One 18 ft Long Boat* and *One 16 feet Boat*
 The present state of the Windlass is *Good* Capstan *Good* and Rudder *Good* Pumps *One Hand Pump to each Compartment & Rudder Connected to Pump*

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 *Built Under Special Survey*
 - 2nd. On the plating during the progress of rivetting *Special Survey*
 - 3rd. When the beams were in and fastened, and before the decks were laid *Special Survey*
 - 4th. When the ship was complete, and before the plating was finally coated *Special Survey*
 - 5th. After the ship was launched

*This vessel is (very) substantially Built; Bulkheads placed between Double Frames; Clamp Stinger and Keelsons Carried Fore and Aft through Bulkheads and Connected at their extremities by Plate Hooks and Catches; She is strongly Pillared in the Hold; Deck fastened throughout as prescribed by the Rules; Rigged as a Two Masted Schooner Standing part Wire Rope
 Vetting Certificates of Chain Cables produced, and is in my opinion entitled to the Undersigned Class*

In what manner are the surfaces preserved from oxidation? *Red Lead and Patent Paint*

I am of opinion this Vessel should be classed *G.A.I.*

The amount of the Fee£ 2 : : : is received by me,

Sept 25 Special£ 6 : 18 :

Certificate (if required) *Granted*£ : : :

Committee's Minute *25th September 1857*

Character assigned *A 1 for 9 Years*

Built of Iron
J. R. M.

Thos. Lubbock

I see no objection to the above recommendations



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