

15/2 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? *Yes*
 Do the fillings between the ribs and plates fill in all solid with sliver pieces, or are they in short lengths? *Solid with sliver pieces*
 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? *No*
 Was the plating caulked internally in the wake of the frames or ribs? *Yes*

Her Masts, Yards, &c., are in *best* condition, and sufficient in size and length.

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N ^o .		Fathoms.	Inches.	N ^o .	Weight.
2	Fore Sails,	Chain	240 13/8	Bower,	3 21 Cwt
2	Fore Top Sails,	Hempen Stream Cable	75 15/16	Stream,	1 17" Patent Patent
2	Fore Topmast Stay Sails,	Hawser	80 7	Kedge,	2 4 + 3/4
1	Main Sails,	Towlines	80 5/4		
2	Main Top Sails, <i>other sails complete and all of best Canvas</i>	Warp			
		All of <i>best</i> quality.			

Her Standing and Running Rigging *is all* sufficient in size and *best* in quality.

She has *one* Long Boat and *one* Pinnace 20ft by 7ft one 22ft
 The present state of the Windlass is *Strong* and Rudder *Strong* Pumps *4, two Main & one in each Compartment*

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 *July 24th & September 26th 1833*
 - 2nd. On the plating during the progress of rivetting *28th November & 5th December 1833*
 - 3rd. When the beams were in and fastened, and before the decks were laid *4th February & 25th August 1834*
 - 4th. When the ship was complete, and before the plating was finally coated *21st April 1837*
 - 5th. After the ship was launched *24th September & 14th October 1837*

Request Note for Survey No 31 Dated 2nd February 1835
Certificates for Chains produced.

This ship is built without Floor Plates, and in compensation. The Frames are so much larger, than required by the Rule, and are spaced only 12 inches apart, an additional Frame having been put in, between each from Keel to Gunwale, and 3 Kelsons wrought on each side all the way Fore and aft, in accordance with Mr. Snyfang letter of 31st December 1835, to the Builder, she is a strong vessel, and the workmanship very good, throughout, she is abundantly supplied with stores

In what manner are the surfaces preserved from oxidation? *Two coats of Red Lead, then a coat of mixed Tar and Lime*

I am of opinion this Vessel should be classed *12 A 1*

The amount of the Fee £ 5: 0: 0 is received by me, *Walter Barton*
 Special £ 20: 18: 0

7 Certificate (if required) £ 25: 18: 0

Committee's Minute *27th October 1857*

Character assigned *1 for 12 Years*
Build of Iron

I am of opinion this vessel is eligible for the Class recommended
26 Oct 1857

