

Dec 19/57

~~Is~~ Surveyed Afloat or in Dry Dock While building

IRON 433-0486

1899 Jan

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*
 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.**

| N ^o . | |
|------------------|--------------------------|
| <i>One</i> | Fore Sails, |
| <i>One</i> | Fore Top Sails, |
| <i>One</i> | Fore Topmast Stay Sails, |
| <i>One</i> | Main Sails, |
| | Main Top Sails, |

and well found in other sails.

| CABLES, &c. | |
|-----------------------------|------------------|
| | Fathoms. Inches. |
| Chain | 200 14 |
| Hempen Stream Cable | 120 7 |
| Hawser | 90 5 1/2 |
| Towlines | |
| Warp | |
| All of <i>Good</i> quality. | |

ANCHORS, and their weights.

| | N ^o . | Weight. |
|---------------|--|-------------------------------|
| Bower, | <i>Swatow's patent 3</i> <i>Porter's patent 3</i> | 14.3.17 13.1.16 14.1.16 |
| Stream, | <i>Common</i> | 1 6.3.18 |
| Kedge, | <i>do</i> | 1 3.1.21 |

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

She has *one* Lip *Long* Boat and *Two* Cutters *4* Lug.

The present state of the Windlass is *Brown's Patent* Capstan *Winged* and Rudder *Good* Pumps *Three lead, Good*.

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 | } <i>Specially Surveyed</i> |
| 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 | |

Laid on June 1856, and launched 12th January 1857. Specially surveyed in accordance with Secretary's instructions dated 23rd May 1856. She has three watertight bulkheads extending to upper Deck Beams, and one extending to Cabin Sole Beams 3/4 inch thick, rivetted with 3/4 inch rivets 3 inches apart, trussed with Angle Iron 3x3x7/8 inch about 2 feet 4 inches apart. Second Bulkhead from forward 2 feet 9 inches apart, in Engine and Boiler space, and about 21 feet aft side of ditto, a double Angle Iron 5x3x7/8 inch at height of Hold Beam stringer plate. Cabin sole Beams built Iron 7x7/8 inch and single Angle Iron 5x3x7/8 inch, on alternate frames; double angle iron stringer between bilge ditto and Hold Beams extends from fore Bulkhead aft to within 12 feet of Post. Bilge Keelson extends from end to end. Stringer plate on Deck Beams extends from forward aft to raised quarter Decks, secured thereto and continued aft on raised Deck Beams. Clamp plate extends from end to end. Stringers all pass through Bulkheads. Upper Deck fastened by bolts put through from upper side in each alternate plank. Frames and plating are equal to the Rules. Workmanship good. Ground tackle completed and of the best description. Testing certificate of Chain Cable produced. Engineers Certificate herewith.

In what manner are the surfaces preserved from oxidation? *Inside by one coat of Red lead and two coats of Zinc paint, and outside with two coats of Red lead, and one coat of Peacock's composition on bottom.*

Meave
Law of opinion this Vessel should be classed *QA1*

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

Special£ 26 : 4 : " } *remitted*
in June 1857

X Certificate (if required)£ " : " : "

Committee's Minute *21st May 1859*

Character assigned *1 for 9 Years*

Built of Iron

Wm. R. Cumming
Thos. Congdon

She appears eligible for the 209/A as recommended
May 19/59
 Lloyd's Register Foundation