



2487 *Jan*

**Workmanship.** Are the lands or laps of the clenchwork in all cases in breadth at least five times the diameter of the rivets in double rivetted edges and butts, and at least three times the diameter of the rivets where single rivetting is admitted? 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 solid with single pieces, or are they in short lengths of various thicknesses? Solid  
 Do the holes for rivetting plate to frames, lining pieces, or plate to plate, &c., conform 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? A few

Her Masts, Yards, &c., are in Good 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.
	Fore Sails,	Chain	240	1 1/2	Bower, .....	3 13.2.24 14.0.4
	Fore Top Sails,	" Stream, do 7/8 tons	90		Stream, .....	1 5.1.2 1/2
<i>One</i>	Fore Topmast Stay Sails,	Hawser	90		Kedge, .....	2 3.1.7 2.0.2
<i>Suit</i>	Main Sails,	Towlines				
<i>of</i>	Main Top Sails,	Warp				
<i>Sails</i>		All of <u>Good</u> quality.				

Her Standing and Running Rigging Stump sufficient in size and Good in quality.  
 She has One Life Long Boat and two others  
 The present state of the Windlass is Good and Rudder Good Pumps Four leads Good

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

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

*Specially Surveyed*

*This vessel has been built under Special Survey as per order N<sup>o</sup> 214  
 She was partly built previous to the amendment of the Iron Rules requiring ships that exceed in length more than ten times the depth of hold, and seven times the breadth, to have extra longitudinal strength in the sheer strake &c.  
 Engineers' Certificate herewith.*

In what manner are the surfaces preserved from oxidation? By three coats of red lead inside, and three coats of red lead outside, and one coat of Peacock's patent composition on bottom.

I am of opinion this Vessel should be classed Q.A.S

The amount of the Fee .....£ 4 : " : " is received by me,  
 Special .....£ 16 : 4 : "

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

Committee's Minute 19<sup>th</sup> July 1861  
23<sup>rd</sup> "

Character assigned Q.A.S for 9 years  
M.C.

*Signature: J. B. ...*  
 The thickness & depth of the plates of middle keelson has been omitted to state in this report otherwise I see no objection to the above recommendations  
 16 July 1861  
 Lloyd's Register Foundation

*Referred to Surveyors 19.7.61*