



2556 ton

**Workmanship.** Are the lands or laps of the clenwork 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 or 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 pieces

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? very few

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

| SAILS.           |                          | CABLES, &c.                 |          | ANCHORS, and their weights. |                      |          |
|------------------|--------------------------|-----------------------------|----------|-----------------------------|----------------------|----------|
| N <sup>o</sup> . |                          |                             | Fathoms. | Inches.                     | N <sup>o</sup> .     | Weight.  |
| 2                | Fore Sails,              | Chain                       | 300      | 1 1/2                       | Bower, <u>Patent</u> | 3 19.3.3 |
| 2                | Fore Top Sails,          | 90 fms of fine Steam        | 90       | 1                           |                      | 19.2.3   |
| 2                | Fore Topmast Stay Sails, | Hempen Stream Cable         | 90       | 8                           | Stream,              | 1 9.3.0  |
| 2                | Main Sails,              | Hawser                      | 90       | 6 1/2                       |                      |          |
| 2                | Main Top Sails,          | Towlines                    | 90       | 6 1/2                       | Kedge,               | 2 5.0.15 |
|                  | and in all two suits     | Warp                        |          |                             |                      | 3.0.4    |
|                  |                          | All of <u>good</u> quality. |          |                             |                      |          |

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

She has one Long Boat and three others

The present state of the Windlass is good Capstans good and Rudder good Pumps 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
  - 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

*frequently while under way*

*This vessel is built of best materials & workmanship the stringer plates & trussing are extremely large and those on upper deck have extra breadth of butt straps and six complete rows of rivets she has diagonal stanchions fitted between upper deck beams & the bulges and is in all respects a substantial vessel*

"Stamper" 14123

In what manner are the surfaces preserved from oxidation? Red Lead

It is an of opinion this Vessel should be classed 12 Years A1

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

Special £ 24 : 8 : 3/10/18

Certificate (if required) £ Quintis

Committee's Minute 8<sup>th</sup> October 1861

Character assigned A1 for 12 Years

*W. Hope*  
*J. Minshurst*

*Completed*

*I concur in the above recommendation*  
*7 Oct 1861*  
Lloyd's Register Foundation