

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 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? Filled in 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 _____ condition, and sufficient in size and length.

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N ^o .		Fathoms.	Inches.	N ^o .	Weight.
	Fore Sails,	Chain	300 1 7/8	Bower, <u>Ironmans Patent</u> ✓	1 35.1.2
	Fore Top Sails,	Hamper Stream Cable <u>Iron</u>	90 1		1 48.1.2
	Fore Topmast Stay Sails,	Hawser	90 9	Stream,	1 9.0
	Main Sails,	Towlines	90 7 1/2		
	Main Top Sails,	Warp	90 6	Kedge,	1 15.0.2
and		All of <u>Good</u> quality.	90 6		1 3.1.2

Her Standing and Running Rigging _____ sufficient in size and _____ in quality.

She has Two life ~~Long~~ Boat and Four others

The present state of the Windlass is Good Capstan 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

Specially Surveyed while building

This is a sister ship to the Egyptian, with the exception of her deck house, which is a little larger. She has an extra inside strake, on each side abreast of Sheerstrake 228 feet 12 1/2 in. Two plates 9 feet long each, tapering at ends to 4 1/2 x 10 1/2 in. One on each side abreast of third strake from the gunwale 147 feet 12 1/2 in. One on each side opposite the ends of orlop beams 202 feet 12 1/2 in. One on each side at bilge 202 feet 4 1/2 in. And one at middle line over keel 227 feet 14 1/2 in. Middle line keelson 25 in 12 1/2 in amidships tapering to 9 in at ends, an additional plate rivetted on top of keelson 254 feet 12 x 8 1/2 in. Amidships. An intercostal keelson about midway between the middle line keelson, and the bilge keelson, plates 4 1/2 in to top of floors, with bulb iron on top 205 feet 9 x 8 1/2 in amidships, with two angle irons 5 1/2 x 4 1/2 x 10 1/2 in rivetted back to back, all fore and aft. Bilge keelsons 168 feet, bulb iron amidships, rivetted to angle irons as above. Orlop beam stringer of bulb iron 8 x 12 in rivetted between two angle irons 5 1/2 x 4 1/2 x 10 1/2 in 135 feet on each side amidships, and single from thence to the ends. Upper deck is formed of iron plates chequered, about 12 feet long and 17 inches wide, weighing about 18 lb per square foot. Carvel plated, butts double and triple rivetted, and abreast of hatch ways quadruple rivetted, with lining pieces 3/8 thick, and 9 x 18 inches wide, fore and aft seams single rivetted, with long pieces 1/4 inches wide, rivets 5/8 and 2 1/4 in. Center the recesses on top surface 2 in square and 1/4 deep, are filled in with a mixture of Portland Cement and sand, prior to which all the seams are caulked.

The skin plating at each end of this vessel is the same as on the former 3 Iron ships built here. The iron and workmanship are excellent.

In what manner are the surfaces preserved from oxidation? The flat of bottom to round the turn of bilge is Portland Cement, above this together with the entire outside of hull is coated thrice, with a mixture of Red and White lead paint

I am of opinion this Vessel should be classed 12A

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

Alex. Gordon

Special £ 99 : 9 :

Certificate (if required) £ : :

Committee's Minute 31st December 1861

Character assigned B = for 12 Years

I see no objection to this Vessel being classed as above recommended by Lloyd's Register

