



2857 *gr*

**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 with single 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.

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.		
N <sup>o</sup> .		Fathoms.	Inches.	N <sup>o</sup> .	Weight.	
/	Fore Sails,	Chain <i>certificates produced Admiralty proof</i>	240	1 3/8	Bower, .....	3 20.3.24 19.2.16 13.1.20.
/	Fore Top Sails,	Hempen Stream Cable .....				
/	Fore Topmast Stay Sails,	Hawser .....	60	7/8	Stream, .....	1 4.0.10
/	Main Sails,	Towlines .....	70	8		
/	Main Top Sails,	Warp .....	70	6	Kedge, .....	1 2.1.10
and <i>others as usual</i>		All of <i>good</i> quality.	70	5		
		<i>do do do do</i>	70	4		

Her Standing and Running Rigging *is of wire & hemp* sufficient in size and *good* in quality.

She has *Three* Long Boat and *one of which is a life boat*

The present state of the Windlass is *good* Capstan *good* and Rudder *good* Pumps *Three 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 *March 12<sup>th</sup> 1862*
  - 2nd. On the plating during the progress of rivetting *April 4<sup>th</sup>*
  - 3rd. When the beams were in and fastened, and before the decks were laid *May 5<sup>th</sup>*
  - 4th. When the ship was complete, and before the plating was finally coated *June 30<sup>th</sup>*
  - 5th. After the ship was launched *July*

*This vessel has a short half hoop and no top gallt Forecastle, she exceeds in length over ten times the depth by 7 1/2 ft, this sam of opinion is compensated for by the intercostal keelson which is 12 inches above the floor with strong angle irons at top & bottom, an entire iron plate bottom in the engine rooms, and the sheer strake runs considerably above the angle iron on the water ways, admitting the iron Gullworks to be rivetted to them, the latter are strongly supported by K bars*

In what manner are the surfaces preserved from oxidation? *with red lead & Peacock's patent and with Portland cement in the bottom to turn of bilge*

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

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

*July 1862* Special .....£ " : : "

Certificate (# required) .....£ " : 5 : "

Committee's Minute *1<sup>st</sup> August 1862*

Character assigned *A 1 for 9 yrs*

*Thos. B. Simey*

*I concur in the above recommendation*  
31 July 1862

*W. J. S.*