

3233 Iron

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? 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 .		Proved Admiralty Scale of Best	Fathoms.	Inches.	Porten Iron Stock	N ^o .	Weight.
	Fore Sails,	51" 5" 10" 0"	150	1 7/8	Proved sustained a Venson 24.75	1	24.2.10
	Fore Top Sails,	20" 5" - -	90	1 7/8	Bower,	1	24.3.15
	Fore Topmast Stay Sails,				Common Anchor 24.15	1	24.1.22
	Main Sails,				Stream, .. Porten Iron Stock	1	11.1. -
	Main Top Sails,				Kedge, .. " " "	1	5.1.22
	and				" " "	1	2.3.10

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

She has one Long Boat and three others

The present state of the Windlass is Good Capstan 2 Good and Rudder Good Pumps 4 Cast Metal. 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
	<u>Nov 28th 1862</u>	<u>Jan 23rd 63</u>	<u>Nov 28th 62</u>	<u>May 18th 63</u>	<u>July 13th "</u>

This Vessel's Sheerstrake for about 100 feet on each side amidships, are treble rivetted in the butts; Wash plates 4/16 In rivetted between the bilge keelson angle Irons. for 110 feet on each side. has a greenheart plank in main deck, on each side next Iron waterway

She left this on the 13th Instant. in tow of a Steamer for Liverpool, with only her lower masts stepped, and these to be fitted out,

In what manner are the surfaces preserved from oxidation? The flat of floor inside to well up the turn of bilge, all fore and aft, is covered with Portland Cement, above this, and the topsides, 3 coats of paint, from keel to load water mark, coated with Red & White lead mixed, also with Maginess Patent grease.

I am of opinion this Vessel should be classed 12 A

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

Special£ 49 : 18 :
Certificate (if required)£ : :
£ 54 : 18

Committee's Minute 31st July 18 63

Character assigned A - for 12 Years

I concur in the opinion given above that this Vessel is eligible for Class 12 A
28 July 1863
J. H. R.

