



3241 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? Single piece  
 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.

1 suit and half

N <sup>o</sup> .	
	Fore Sails,
	Fore Top Sails,
	Fore Topmast Stay Sails,
	Main Sails,
	Main Top Sails,
	and

CABLES, &c.		
Tons	Fathoms.	Inches.
Chain <u>proof strain 37/10</u>	270	1 7/16
Hempen Stream Cable	90	7/8
Hawser <u>proof strain 13 3/4</u>	90	8"
Towlines	90	6 1/2"
Warp	90	5"
All of <u>good</u> quality.		

ANCHORS, and their weights.			
Tons wt.	N <sup>o</sup> .	Weight	
<u>proof strain 21-19</u>	3	21-19	
21-19		21-19	ex 5
10-16	1	8-2	
6-18	1	4-	wid
	1	2-	

Her Standing and Running Rigging wire & hemp sufficient in size and good in quality.  
 She has one Long Boat and four others  
 The present state of the Windlass is Brown & Starfields & Capstan good and Rudder good. Pumps 4 - 7 in & one worked by other

**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

There was no order given for the Survey of this Vessel until two days previous to her being launched —  
 She is  $4\frac{1}{2}$  times her breadth and  $12\frac{1}{2}$  times her depth for length, which is compensated for by a doubling plate on the Sheer Strake  $9\frac{1}{16}$  by  $18$ " extending from the Forecastle to the Quarter Deck — and by an extra breadth of upper deck stringer plate which is  $3$ "  $6$ " wide against  $21$ " required by rule; Her shell plating is  $10$  feet long and as far as we were able to examine her she appeared to be well built. Her scantlings are equal to the requirements of the 9 Years A Class

Under the circumstances as shewn by the Builders we beg respectfully to recommend her to the favourable considerations of the Committee for the Class recommended

In what manner are the surfaces preserved from oxidation? Bottom to upper turn of Bilge Asphalted

We are May of opinion this Vessel should be classed 9 A 1  
 The amount of the Fee .....£ 5 : - : - is received by me,  
 Special .....£ 4 : 7 : 05  
 Certificate (if required) .....£ : : -

B. Weymouth  
Morrison

I am of opinion this Vessel is eligible for the 9 A 1 Class  
2nd Sept 1863  
J. R.

Committee's Minute 3 September 18 63

Character assigned A 1 for 9 Years

