

3335 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-riveted edges and butts, and at least three times the diameter of the rivets where single rivetting is admitted? They are

Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies? They do

Do the fillings between the ribs and plates fill in solid with single pieces, or are they in short lengths of various thicknesses? Wide joints

Do the holes for rivetting plate to frames, lining pieces, or plate to plate, &c., conform well to each other? They do and are the rivet holes well and sufficiently countersunk in the outer plate? They are

Are there any rivets which either break into or have been put through the seams or butts of the plating? a few in the butts

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

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.			
N ^o .		Certificate of Admiralty test produced	Fathoms.	Inches.	Certificate of Admiralty test produced	N ^o .	Weight.
2	Fore Sails,	51 7/10 lbs	300	1 7/8	32	3	37.3.26
2	Fore Top Sails,		90	7/8	32		37.1.0
2	Fore Topmast Stay Sails,		90	9	30		35.2.0
2	Main Sails,		90	9	12	1	11.1.8
2	Main Top Sails,		90	6	7 1/4	2	5.1.1
and others to complete double suit		All of <u>good</u> quality.			4 1/2		2.2.1

Her Standing and Running Rigging Wire, Halyards, Masts sufficient in size and Good in quality.

She has One Long Boat and three 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 Built under
 - 2nd. On the plating during the progress of rivetting Special Survey between
 - 3rd. When the beams were in and fastened, and before the decks were laid the 20th of May the 10th of
 - 4th. When the ship was complete, and before the plating was finally coated October
 - 5th. After the ship was launched

The recommendations of Mr. Martin have been attended to as requested.

In what manner are the surfaces preserved from oxidation? Portland Cement to turn of Bilge, Paint Strips of Iron & White Lead internally; Externally oxide of Iron, & Mr. James patent on bottom.

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

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

Order No. 1388 Special£ 45: 2: "

Certificate (if required)£ : : "

Committee's Minute 16th October 1863

Character assigned A.1

W. W. Martin
J. W. Miles

This Iron Sailing Ship is not in my recent Report to the Com. of Ships then building at Sunderland. It appears eligible for Classing as has recommended the Register.
 Lloyd's Register
 Oct 13/63