

3512 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? long lengths
 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? Some few

Her Masts, Yards, &c., are in good condition, and sufficient in size and length.
 She has **SAILS.**

N ^o .	Description	CABLES, &c.		ANCHORS, and their weights.			
		Fathoms.	Inches.	No.	Weight.		
1 suit	Fore Sails,	Chain ^{Iron} tested to a strain of 270	17/8	Bowers { 19 - 7 - 2 19 - 7 - 2 16 - 10 - 0 } is a testing strain of	3	25-0-0	
	Fore Top Sails,	Hempen Stream Cable 90	7/8		25-0-0		
	Fore Topmast Stay Sails,	Hawser	75		20-0-0		
	Main Sails,	Towlines	90 ^{ft}	6	Stream, ..8..15..0..	1	8-0-0
	Main Top Sails,	Warp	90	5		Kedge,	2
and	All of <u>good</u> quality.	90	4			2-0-0	

Her Standing and Running Rigging are sufficient in size and good in quality.
 She has one Long Boat and two 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.

- 1st. On the several parts of the frame, when in place, and before the plating was wrought At various times while building under special survey from June 23rd 1863 to Dec 6th 1864
 2nd. On the plating during the progress of rivetting
 3rd. When the beams were in and fastened, and before the decks were laid June 23rd 1863 to Dec 6th 1864
 4th. When the ship was complete, and before the plating was finally coated
 5th. After the ship was launched

In consequence of the length of this vessel exceeding eleven times the depth, the Sheerstrake has been doubled with a plate 7/16th thick extending for 3/4th her length

Is fitted in after hold with an iron platform with Beams of angle iron 5 x 3 x 1/2 extending from side to side forming a water ballast tank and in way of same there is a Keelson on each side of middle line of plates 12 x 1/2 with angle iron at upper and lower edges 4 x 4 x 1/2. Has been built in accordance with the scale for 600 Tons ships for the 6 years grade but her measurement is 706 Tons. Testing certificates of Anchors and Chains produced. Has a raised quarter deck

In what manner are the surfaces preserved from oxidation? With Red lead & oil & the bottom with Pay's cement

I am of opinion this Vessel should be classed B A1 should the Committee consider that the slight excess of tonnage does not prevent her receiving that character.

The amount of the Fee£ 3 : - : is received by me,
 Special£ 35 : 6 :
 Certificate (if required)£

John Maxwell

Committee's Minute 29th March 1864 March 26/64

Character assigned B A1 for 600 Tons
 This Green Steamer of Iron slightly exceeds in Tonnage the Rule by which she has been built, and the difference in Deadweight is submitted for the favorable consideration of the Committee. The Builders to be more careful in future.

