

3617 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? Solid 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? A 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 ^o .		Fathoms.	Inches.	N ^o .	Weight.	
	Fore Sails,	Chain <u>Admiralty test 35 tons</u>	270	1 7/8	Bower, <u>Admiralty test 18 1/2 tons</u>	1 17.1
<u>One</u>	Fore Top Sails,	Hempen Stream Cable	90	8 1/2	<u>Admiralty test 18 1/2 tons</u>	1 17.1
<u>Swit</u>	Fore Topmast Stay Sails,	Hawser	90	6 1/2	<u>Admiralty test 18 1/2 tons</u>	1 17.1
<u>Sails</u>	Main Sails,	Towlines	90	5 1/2	Stream, <u>Admiralty test 18 1/2 tons</u>	1 17.1
	Main Top Sails,	Warp	90	3	Kedge, <u>Admiralty test 18 1/2 tons</u>	1 17.1
	and <u>Spare sails</u>	All of <u>Good</u> quality.				

Her Standing and Running Rigging Hemp ✓ sufficient in size and Good ✓ in quality.

She has one life ✓ Long Boat and three others ✓
 The present state of the Windlass is Good ✓ Capstan Patent Good ✓ and Rudder Patent Good ✓ Pumps Forward 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
 } Specially surveyed while building from 23rd Sept 1863 to 20th May 1864 in all 26 visits.

This vessel has been built under special survey as per order N^o 294. Is rigged as a three masted schooner; has a full poop and fore-castle; is fitted with an awning deck as per sketch herewith the same extending from poop to fore-castle and fitted in at the sides as requested; she is in every respect the same as the screw steamer "Osun Tze Tee" Report N^o 4740 and intended for the same trade in China, see Committee's letter dated 24th September 1863, and remarks of the principal surveyors.

In what manner are the surfaces preserved from oxidation? Portland Cement between floors up to turn of helges, inside and outside with three coats of Red lead, and bottom coated with Peacocks patent composition.

I am of opinion this Vessel should be classed B 1

The amount of the Fee£ 5 : " : " is received by me, H. B. Roberts.

Special£ 33 : 9 : "
 X Certificate (if required)£ " : " : "

Committee's Minute 31st May 1864

Character assigned B 1

I concur in the above recommendation
30 May 1864 J. R.

x Captain James Blair at 705 St. B. Thomas Swains.

See report from 24th Sept 1863 on the "Osun Tze Tee"

Vertical handwritten text, possibly "H. B. Roberts"