

3624

Iron

Workmanship. Are the lands or laps of the clenwork 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? 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? Solid with single pieces

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? They are

Are there any rivets which either break into or have been put through the seams or butts of the plating? very 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 .	Fore Sails,	Fore Top Sails,	Fore Topmast Stay Sails,	Main Sails,	Main Top Sails,	and	Testing certificates produced / strain applied 40% tons	Fathoms.	Inches.	Testing certificates seen -	N ^o .	Weight.
One full suit of Sails -							Chain	270	1 1/2	Bowers. <u>Titanium Patent</u>	3	23.0-10
							Hempen Stream Cable	00	0	Tested to 2 1/2, 20, and 20 tons -		20-2-0
							Hawser	90	7/8			20-1-0
							Towlines	90	6 1/2	Stream,	1	02.0-2
							Warp	90	5 1/2	Tested to 10 1/2 tons.		
							All of <u>good</u> quality.	90	5	Kedge,	2	4-1-0
										Tested to 6 1/2 & 8 1/2 tons -		1-3-7

Her Standing and Running Rigging is of Iron and Hemp sufficient in size and Good in quality.

She has Two Life Long Boats and three others

The present state of the Windlass is new Capstan 2 inches and Rudder and Pumps new and 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 20th Sept 1863
 - 2nd. On the plating during the progress of rivetting 20th Oct
 - 3rd. When the beams were in and fastened, and before the decks were laid 14 Jan^r 1864
 - 4th. When the ship was complete, and before the plating was finally coated 17th April
 - 5th. After the ship was launched 6th May

I beg respectfully to inform the Committee that this vessel is similar in every respect to the screw steamer "Eastern Province" Report No 1046 and that both were in course of building at the same time - The sketch sent up with that Report, will show the dispositions of the keelwork to which I beg to refer you, and the remarks made on the back of the aforementioned Report, apply in every way to this vessel.

In what manner are the surfaces preserved from oxidation? With Portland Cement to the 15 lbs per inside, and all other surfaces with Paint.

I am of opinion this Vessel should be classed G. E. S. 1.

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

Special£ " : " : "

Certificate (if required)£ " : 5 : "

Committee's Minute 10th June 18 64

Character assigned 1 for 11 Guss

Thomas Lawrence

I concur in the above recommendation
June 1864 J.R.C.

