

3639 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 pieces

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.			
No.		Certificates produced <i>proof strain test</i>	Fathoms.	Inches.	Certificate of test produced <i>proof strain in tons</i>	No.	Weight.
2	Fore Sails,	Chain	270	1 3/8	Bower,	3	33.3.10
2	Fore Top Sails,	Hempen-Stream Cable	60	1 5/16			23.0.4
2	Fore Topmast Stay Sails,	Hawser	80	6	Stream,	1	7.1.21
1	Main Sails,	Towlines	80	8 1/2			
2	Main Top Sails,	Warp	80	5	Kedge,	2	3.1.10
and others as usual		All of <u>good</u> quality.	80	4			2.1.22

Her Standing and Running Rigging Wire Ketch 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 two Metal 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 9th of January 1864
 - 4th. When the ship was complete, and before the plating was finally coated and the present date
 - 5th. After the ship was launched

This vessel has double angle-iron stringers in the Hold between the Bilge, & Hold Beams not required by the Rules, the longitudinal tie plates outside Hatchways & the stringer plates on the Hold Beams ends are in excess but it will be seen that the Deck is 1/8 of an inch thinner than required by the Rules in some places, which the Builder accounts for by the irregularity at the planing Machine where the plank was prepared, in other respects the vessel is eligible to the class recommended below.

In what manner are the surfaces preserved from oxidation? Portland Cement on upper part of Bilges & oxide of Iron internally, McSams paint & Oxide of Iron externally.

I am of opinion this Vessel should be classed A 1

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

Order No. 1499 Special£ 24 : 10 : "

Certificate (if required)£ " : " : "

Committee's Minute 21 June 1864

Character assigned A 1

J. W. Miles

We have examined this Passport and find it correct for the class recommended excepting the slight deviation in the thickness of the upper deck, which in our opinion should not affect his eligibility. Some 21/6/64