

3671 Iron 2 halves

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 .	SAILS.	CABLES, &c.		ANCHORS, and their weights.		
		Fathoms.	Inches.	No.	Weight.	
	Fore Sails,	Chain ^{Iron} to 2. 1/2" dia. of 5 1/2" at. <u>Lloyd's proving house</u>	300	1 1/4	Prof. <u>49. 0. 2</u>	3 { 44-2 39-1 35-3
	Fore Top Sails,	Hempen Stream Cable	90	10 1/2	<u>32. 18. -</u>	
	Fore Topmast Stay Sails,	Hawser <u>Iron</u>	80	1"	Stream,	1 12.0.
	Main Sails,	Towlines	90	9"		
	Main Top Sails,	Warp	90	7 1/2	Kedge,	2 4. 2.2
	and	All of <u>good</u> quality.	90	6"		

Her Standing and Running Rigging are sufficient in size and good in quality.
 She has one Long Boat and five 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 At various times while building & fitting under special survey
- 2nd. On the plating during the progress of rivetting from Feb 15th to July 14th
- 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

As will be seen by the accompanying sketch an extra Bilge Keelson is fitted on each side and that the middle line keelson is much in excess of the requirements of the Rules; also that the depth of Sheerstrake is 4ft 6" in two breadths of plates which are worked carvel and for 100 feet of the midship length are treble rivetted; the floors are also carried to a greater height than required by Rules and a lower deck spunketting plate is fitted 16" x 1/2."

In what manner are the surfaces preserved from oxidation? With Red lead & Linseed Oil

I am of opinion this Vessel should be classed A1

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

Special£ 59 : 18 : -

Certificate (if required)£ : : -

John Maxwell
Surveyor

Committee's Minute 22 July 1884

Character assigned A1

(A x C P)

22/7/04
 This Iron Sailing Ship appears eligible for Classification & recommended Lloyd's Register Foundation