

IRON 437A - 0194

3762 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? Yes

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 in corners of Butts

Her Masts, Yards, &c., are in Wood condition, and sufficient in size and length.

She has SAILS.

CABLES, &c.

ANCHORS, and their weights.

N ^o .			Fathoms.	Inches.		N ^o .	Weight.
<u>A single</u>	Fore Sails,	<u>Tested by Hawks Cross</u>	<u>70</u>	<u>8 1/2</u>	<u>Tested by Patent</u>	<u>3</u>	<u>19.0.5</u>
<u>Suit of</u>	Fore Top Sails,	<u>Chain</u>	<u>70</u>	<u>8 1/2</u>	<u>Bower</u>	<u>3</u>	<u>19.0.5</u>
<u>Sails</u>	Fore Topmast Stay Sails,	<u>Hempen Stream Cable</u>	<u>90</u>	<u>8 1/2</u>	<u>Tested 34 fms to 20 1/2 fms</u>	<u>3</u>	<u>17.3.0</u>
	Main Sails,	<u>Hawser</u>	<u>80</u>	<u>8</u>	<u>Stream</u>	<u>1</u>	<u>8.3.14</u>
	Main Top Sails,	<u>Towlines</u>	<u>90</u>	<u>6 1/2</u>	<u>Tested to P. M.</u>		
and		<u>Warp</u>	<u>90</u>	<u>4</u>	<u>Kedge</u>	<u>2</u>	<u>3.1.12</u>
		<u>All of <u>Good</u> quality.</u>					<u>1.3.3</u>

Her Standing and Running Rigging Galvanized Iron sufficient in size and Good in quality.

She has two life boats Long Boat and two Quarter Boats of 34 and 23 feet

The present state of the Windlass is new Capstan new and Rudder new Pumps new

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 Special
2nd. On the plating during the progress of rivetting Survey and seen on the following
3rd. When the beams were in and fastened, and before the decks were laid dates March 23, 24, 31, April 5, 11, 21
4th. When the ship was complete, and before the plating was finally coated 23, 29 May, 3, 11, 19, 25, June 1, 6, 14
5th. After the ship was launched 16, 21, 29, July 6, 14, 25, Aug 5, 11, 18, 27, Sept 8, 10, 1864

This vessel is built upon the 600 Ton Scale for A for which grade the requirements of the Rules are fully complied with and compensation added for extra length by doubling the Sheerstrake with a 32 in by 1/2 in Plate for the fore part of the vessel's entire length. Built ten feet to keel and under line keelsons fr. 4/8, fitted with a 10 in flat on top of hold beams in midship compartment to carry Water Ballast, also a Hull Poop and Forecastle, a House on Deck for part of Crew, and Steam Winches to each Hatchway and in all other respects as per accompanying midship section

In what manner are the surfaces preserved from oxidation? Flat of Bottom with Portland Cement, &c. with Blackvarnish & Red Lead.

I am of opinion this Vessel should be classed A.I.

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

Special£ 34 : 6 : :

Certificate (if required)£ 10 : : :

Committee's Minute 16th September 1864

Character assigned B

I have examined this Report, and found it correct for the class recommended.
13/9/64
Lloyd's Register Foundation