

to a half 3808 Jun

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? *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 in one length*

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? *All through*

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.	No.	Weight.	Remarks to tons
2	Fore Sails,	<i>Tested 12/10/64 at Liverpool</i>	<i>1 1/2</i>	<i>Tested 18/10/64 at Liverpool</i>	3	20.1.0-28
2	Fore Top Sails,	<i>Chain</i>	<i>13</i>	Bower, .. (Rodgers Patent) ..		20.1.0-28
2	Fore Topmast Stay Sails,	<i>40 1/2 tons</i>	<i>16</i>	Stream, ..	1	30.1.17-29
2	Main Sails,	<i>Hemp Stream Cable</i>	<i>7 1/2</i>	Kedge, ..	2	4.2.0
2	Main Top Sails,	<i>Hawser (Manilla)</i>	<i>7 1/2</i>			2.2.7
and <i>others as usual</i>		<i>Towlines</i>	<i>9 1/2</i>			
<i>all good</i>		<i>Warp</i>	<i>90</i>			
		<i>All of Good quality.</i>				

Her Standing and Running Rigging *Wire Hemp & Manilla* sufficient in size and *Good* in quality.

She has *One* Long Boat and *Two others*
 The present state of the Windlass is *Leak* Capstan *One good & two winches* and Rudder *Good* Pumps *Willsons Patent & one other 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

Special Survey no of order 196
First Survey (11th April 1864)
To act do. 10th Oct 1864

Has a Forecastle with raised quarter deck aft. Frames all to the top height. Forecastle beams 6 1/2 x 9/16 ball plates, with double angle Iron on top edge 2 1/2 x 2 1/2 x 3/16 plating 6/16 single rivetted at edges double do. at butts with 3/4 rivets waterways Teak 5 1/2 x 10, Flab of deck 3 in 1/4 Pine.

Raised deck 3 ft 6 in in height plating 6/16 th. single rivetted at edges double at butts with 3/4 rivets. Beams the same as main deck. Stringers on ends of beams 2 1/2 x 9/16 angle Iron on do. 4 x 3 x 7/16. Waterways 6 1/2 x 10 Teak. Flab of deck 3 in 1/4 Pine.

Lower masts & bowsprit of 6/16 th. plate 5/16 th. at heads. single rivetted at edges double at butts with 1/16 rivets. Three angle Iron inside 3 x 3 x 6/16 Top masts & yards of Steel.

M. Pearce Esq.

In Secretarys letter dated 27th July respecting plating of raised decks

In what manner are the surfaces preserved from oxidation? *Flat of bottom cemented out with Portland cement other parts coated with paint.*

I am of opinion this Vessel should be classed *A 1*

The amount of the Fee £ 5 : 0 : 0 is received by me,

Oct 1864 Special £ 34 : 16 : 0

Certificate (if required) £ : :

Committee's Minute *25 October 1864*

Character assigned *A -*

S. P. Gledhill Esq.

This Sailing Ship of Iron appears to be No 20 in my June Report of Ships seen building at Stockton. (Hartlepool district) I am of opinion she is eligible for Classification and recommended by the Committee as satisfied the Testing Certificate, London 1 Oct 22/64

