

3879 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 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 courses of Bulk

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

| N ^o . | SAILS. | CABLES, &c. | | ANCHORS, and their weights. | | |
|------------------|--------------------------|-----------------------------|---------|-----------------------------|-----------|--------|
| | | Fathoms. | Inches. | N ^o . | Weights. | |
| | Fore Sails, | Chain | 210 | 1 7/8 | Bower, 3 | 3.0.11 |
| | Fore Top Sails, | Hempen Stream Cable | 90 | 7/8 | Stream, 1 | 2.2.13 |
| | Fore Topmast Stay Sails, | Hawser | 90 | 5 1/2 | Kedge, 2 | 2.1.25 |
| | Main Sails, | Towlines | 90 | 8 | | |
| | Main Top Sails, | Warp | 75 | 3/4 | | |
| | and | All of <u>Good</u> quality. | | | | |

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

She has two Long Boat and two Life Boats.

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

General Remarks, Statement and Date of Repairs, extent of corrosion (if any) both internally and externally, and condition of rivets.

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 no survey between the

3rd. When the beams were in and fastened, and before the decks were laid 10th Aug⁵ and 2nd Dec^r

4th. When the ship was complete, and before the plating was finally coated 1864

5th. After the ship was launched

Tested with an Intercoastal Keelson and Bulk head to Deck also to Bilge Keelson ft + 40. Double Frames and Reverse Bars in way of Engine and Boiler Spaces, a raised Quarter Deck and full Forecastle

The Anchors are scarcely tested to the requirements of Table 22 and I beg to leave the assigning of the figure 5 for the consideration of the Committee

In what manner are the surfaces preserved from oxidation? Flat of Bottom with Portland Cement
run with Red Lead and Patent

I am of opinion this Vessel should be classed A.

The amount of the Fee£ 5 : : is received by me,
Special£ 5 : 5 :
Certificate (if required)£ : 5 :

Committee's Minute 16th Decr 1864
Character assigned A

A. Darling
The Hull of this Iron Steamer appears eligible for A and the anchors subject to the Committee's consideration

Dec 16 1864
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