





3881 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 Bu*

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

She has **SAILS.**

N<sup>o</sup>.  
*a Double*  
*suit of*  
*Sails*

Fore Sails,  
Fore Top Sails,  
Fore Topmast Stay Sails,  
Main Sails,  
Main Top Sails,

**CABLES, &c.**  
*Tested at Milner's Dock, 1864*

	Fathoms.	Inches.
Chain <i>4 1/2 Fms</i>	300	1 3/8
Hempen Stream Cable	90	8 1/2
Hawser <i>Stud</i>	85	7
Towlines	90	6
Warp	90	4
All of <i>Good</i> quality.		

*Tested by R. C. Burrell*

**ANCHORS, and their weights.**

*Tested to 32 fms. 0.30 N<sup>o</sup>.*

	Weights.
Bower	3 1/2
Stream	1 10
Kedge	2 1/2

Her Standing and Running Rigging *Good? Main? Masts? Sufficient in size and* *Good* in quality.

She has *a 22 ft* Long Boat and *18 ft* *Corsair* and *18 ft* *Gig*

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 riv**

**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 spec*
- 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 *June 13, 20, 22, 27, 30, July 5, 8, 13,*
- 4th. When the ship was complete, and before the plating was finally coated *27, 29, Aug 3, 9, 12, 16, 20, 23, 29, Sep*
- 5th. After the ship was launched *7, 10, 14, 23, Oct 3, 4, 10, 18, 22, 28, 31, Dec 10, 17, 19, Dec 2, 1864*

*This Ship is double Rivetted throughout, fitted with an extra Staggered in Hold, full Poop and Forecastle.*

*The Belt of Plating marked B on accompanying tracing has been increased to 90 to compensate for Belt marked A being a 70 to him as sanctioned by Committee's letter of the 15<sup>th</sup> August 1864*

*Fore and main masts framed of three Plates 50 & 50 lands overlaid and double Rivetted. Butts triple corner Rivetted.*

In what manner are the surfaces preserved from oxidation?

*Flat of Bottom with Portland Cement remainder red lead and Patent*

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

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

*Doc W B* Special £ 34 18 : 6

Certificate (if required) £ *Antis*

Committee's Minute *20 December 1864*

Character assigned *A*

*A. B. Darling*

*This Sailing Barge of Iron app to be within 129 and 111 (Sister Vessels) my Report to Committee dated 1 of Ships seen building in Glasgow I am of opinion that is eligible for Classification as recommended on 30/5/64*

*(M.C.P.)*

*WMT*

*Lloyd's Register Foundation*