



3896 Iron

**Workmanship.** Are the lands or laps of the clenwork in all cases in breadth at least five and a half times the diameter of the rivets in doubt rivetted edges and butts, and at least three and a quarter 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 see they in short lengths of various thicknesses? Yes  
 Do the holes for rivetting plate to frames, butt straps, 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, Bowsprit, Yards, &c., are in Wood <sup>good</sup> condition, and sufficient in size and length. (If they are of Iron or Steel give the Scantlings of Plating, Angle Irons &c., and further explain by a Sketch showing how the lower Masts and Bowsprit are constructed, showing the number of Plates and Angle Irons, mode of rivetting, quality of Materials, and if stamped with Maker's name.)

She has SAILS.		CABLES, &c.			ANCHORS, and their weights.		
No.		Tested to 31 fms. 104 fms.	Inches.	Tested to Tons.	No.	Weight Ex. Stock	Tested to Tons.
<u>A</u>	Fore Sails,	<u>Chain</u>	<u>2 1/2</u>	<u>1 7/8</u>	<u>31</u>	<u>3</u>	<u>12.25</u>
<u>and</u>	Fore Top Sails,	Hempen Stream Cable	<u>90</u>	<u>8</u>			<u>11.25</u>
<u>but</u>	Fore Topmast Stay Sails,	Hawser <u>Chain</u>	<u>60</u>	<u>5</u>	<u>13 1/2</u>		<u>11.10</u>
<u>f</u>	Main Sails,	Towlines	<u>90</u>	<u>6</u>		<u>1</u>	<u>8.18</u>
<u>Sails</u>	Main Top Sails,	Warp	<u>90</u>	<u>5</u>		<u>2</u>	<u>8.10</u>
<u>and</u>		All of <u>Good</u> quality.					<u>1.3.18</u>

Her Standing and Running Rigging Gal. Wire & Hemp sufficient in size and Good in quality.  
 She has two 24 feet life B-Logg Boat and two Pinnacles each of 20 feet  
 The present state of the Windlass is new Capstan new and Rudder new Pumps new and efficient

Order for Special Survey DATES of Surveys held while building  
 No. ✓ Date ✓  
 Order for Ordinary Survey as per Section 18.  
 No. ✓ Date ✓  
 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 Butts under ordinary survey  
 3rd. When the beams were in and fastened, and before the decks were laid from 5th July to the 2nd December 1864  
 4th. When the ship was complete, and before the plating was finally coated  
 5th. After the ship was launched  
 State if she has a Spar Deck No Poop Raised or Forecastle Yes

**General Remarks,**  
 Butts of Strenstrake are Double Chain Riveted, Butt Straps are extended over two Frames, other Butts Double Chain Riveted. The fore side of Engine Room for a length of 24 feet a fore and aft bulkhead is fitted at middle line to the height of hold beams of 50 Plate strengthened by angle bars 4 x 3 1/2 x 70 to be used for stowage of Coals

In what manner are the surfaces preserved from oxidation? Inside Flat of Bottom with Portland Cement <sup>new Red Lead</sup>  
 Ditto ditto Outside Red Lead and Patent Paint

I am of opinion this Vessel should be Classed A. 1  
 The amount of the Fee .....£ 5 : : : is received by me,  
Dec 1864 Special .....£ 5 : :  
 Certificate (if required) .....£ : : 5 : :

Committee's Minute 20 December 1864  
 Character assigned B

A. Darling  
 This is a new Steamer  
 approved by the Registrar  
 as recommended by the  
 Lloyd's Register  
 Dec 19/64